



SEPTEMBER 1956

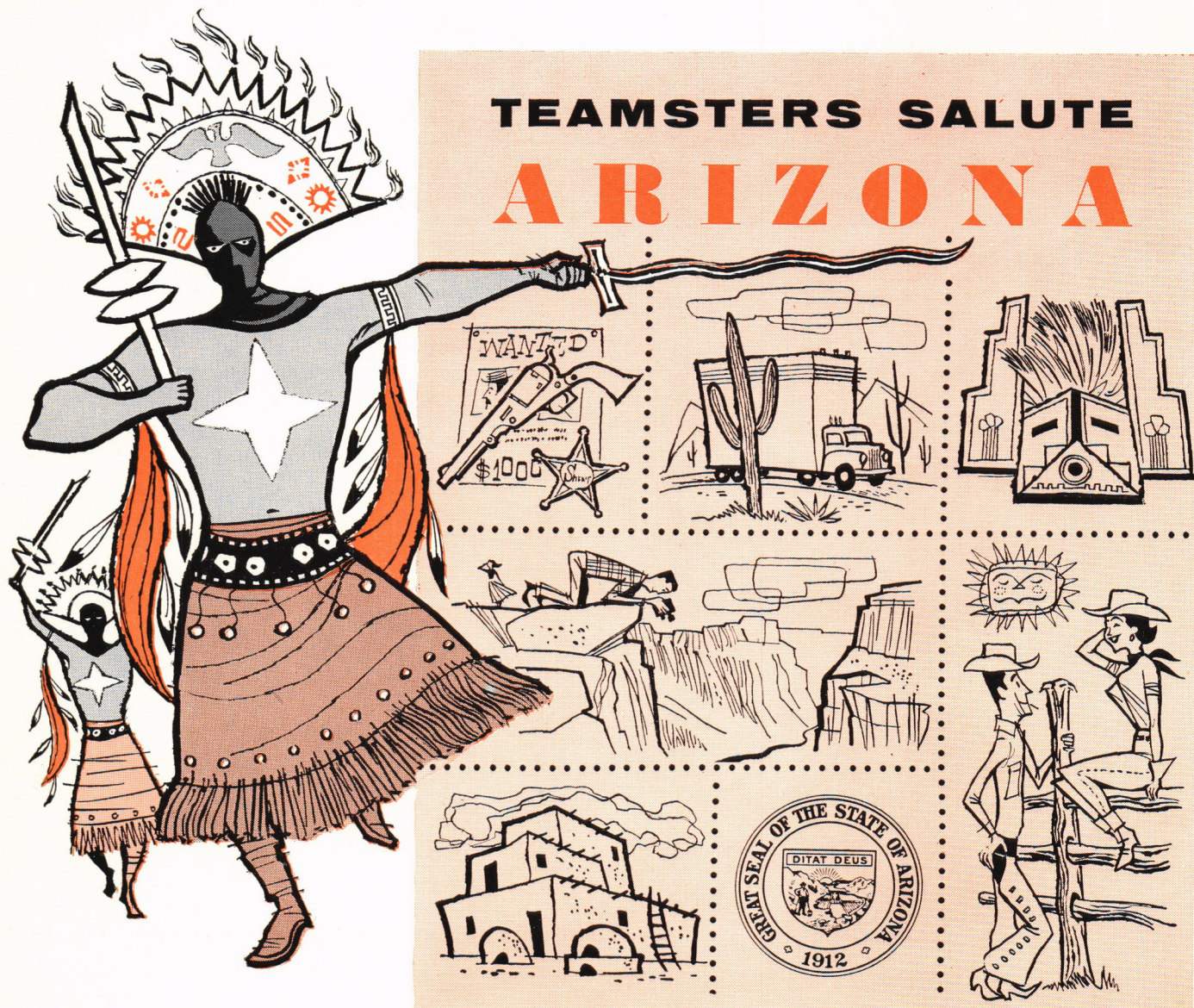
THE INTERNATIONAL Teamster

DEDICATED TO SERVICE

**LABOR
DAY**

"... we endeavor to build up and perfect a labor organization in conformity with the highest standards of our American and Canadian citizenship . . ."

—from the Constitution of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America



TEAMSTERS SALUTE ARIZONA

ARIZONA, "The Grand Canyon State," is the baby of the union, being the 48th admitted in 1912. Easily the most outstanding characteristics of Arizona is its breathtakingly beautiful scenery, lavished on its 113,909 square miles by Nature. In addition to the Grand Canyon, there is the Painted Desert, the Petrified Forest, Grand Diablo and Meteor Crater. Then there are the vistas each way one looks; each more gorgeous than the last. Teamsters feature prominently in the life of Arizona as agriculture is the prime item of commerce and every pound of it goes at least part-way to market in a truck. Second industry is mining and smelting and trucks also are important here. From 1940 to 1950, Arizona's population increased an amazing 50 per cent to 749,587. In the past six years, unofficial estimates put the rocketing population at slightly over a million. New industries have come into the state; aluminum, steel, an aircraft plant and many small industries which do not require large amounts of water.

Water means life in the greatest part of the state which is very dry. Many dams, such as Roosevelt, Coolidge and Hoover to name the three largest, im-

pounded the water of the Salt, Gila and Colorado Rivers and of other streams for irrigation, residential and industrial use. While the temperatures in daytime Arizona sometimes almost "blows the top off the thermometer," the heat is not as objectionable as other, lower temperatures with high humidity. A day of 114-degree temperature with a relative humidity of 5 per cent is not uncomfortable unless you happen to be exposed to the direct rays of the sun. Arizona boasts that the state gets 80 per cent of all possible sunshine.

The Indians, of which there are some 30 tribes, are in a population increase, contrary to the tradition of "The Vanishing American" and their colorful garb and ceremonials contribute to the state's "tourist industry."

Liberals are working hard to remove the state's "black mark" which it shares only with Nevada in all the great western portion of the nation; a "right to work" statute which reactionaries hope will discourage unionization of the new industries of Arizona. With admiration for the beauty of its expanse and the courage of its people, we salute Arizona!

GENERAL EXECUTIVE BOARD

DAVE BECK
General President
25 Louisiana Ave., N. W.,
Washington 1, D. C.

JOHN F. ENGLISH
General Secretary-Treasurer
25 Louisiana Ave., N. W.,
Washington 1, D. C.

D. J. MURPHY
First Vice President
4141 Forest Park Blvd.,
St. Louis, Mo.

JOHN J. CONLIN
Second Vice President
69 Jefferson St.,
Hoboken, N. J.

SIDNEY L. BRENNAN
Third Vice President
706 First Ave., N.,
Minneapolis, Minn.

JOHN T. O'BRIEN
Fourth Vice President
4217 S. Halsted St.,
Chicago, Ill.

FRANK BREWSTER
Fifth Vice President
553 John St.,
Seattle, Wash.

THOMAS L. HICKEY
Sixth Vice President
325 Spring St.,
New York, N. Y.

WILLIAM A. LEE
Seventh Vice President
133 S. Ashland Blvd.,
Chicago, Ill.

JOSEPH J. DIVINY
Eighth Vice President
25 Taylor St.,
San Francisco, Calif.

JAMES R. HOFFA
Ninth Vice President
2741 Trumbull Ave.,
Detroit, Mich.

EINAR MOHN
Tenth Vice President
25 Louisiana Ave., N. W.,
Washington 1, D. C.

HARRY TEVIS
Eleventh Vice President
535 Fifth Ave.
Pittsburgh 19, Pa.

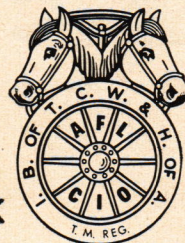
TRUSTEES

JOHN ROHRICH
2070 E. 22nd St.,
Cleveland, Ohio

PAUL D. JONES
846 S. Union Ave.,
Los Angeles, Calif.

JOHN BACKHUS
1033 W. Girard Ave.,
Philadelphia, Pa.

THE INTERNATIONAL Teamster



DAVE BECK

Editor

Official magazine of the International Brotherhood of
Teamsters, Chauffeurs, Warehousemen and Helpers of
America, 25 Louisiana Ave., N. W., Washington 1, D. C.

VOL. 53

SEPTEMBER, 1956

No. 9

CONTENTS

General President's Letter	2
ITF Plays Key Role in Cold War	6
Teamster Gives Life to Save Others	7
JC 53 Launches 4-State Drive	8
For Congress: Praise and Less	11
Senator Kuchel Praised for Wage Fight.....	13
Teamsters in Construction	16
Special Report from State of Washington	19
Registration Deadlines	20
Party Platforms on Labor	21
Electoral College Scores the Points	22
"Detective Work" Identifies Hero	25
Teamster Topics	28
Hoffa Home for Israeli Children.....	31



POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under the Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1103, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A. Subscription rates: Per annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.)



Letter from General President **DAVE BECK**

I HAVE just returned to the United States from a month in Europe. My primary purpose in going to Europe was to serve as a delegate from the United States to the biennial world congress of the International Transportworkers' Federation at Vienna. This congress was attended by trade union officials from more than 30 countries representing 86 different union organizations in the field of transportation—land, sea and air.

During this trip I had an exceptional opportunity to talk with trade union leaders, government officials and others from many countries. It is about the ITF and our general position and relationship with that organization I want to make some comments and observations.

The ITF is composed of unions engaged in the transport trades—railway, trucking, seagoing, inland waterways and airways. Leaders of the ITF have long recognized the importance of unions in the transportation industry working together. The ITF has rounded out 60 years and in those 60 years it has learned a great deal about our mutual assistance between the transport unions of many nations.

Our own International Union did not participate in the ITF until 1954. American railroad unions, on the other hand, have been actively affiliated since 1947. Their representatives have attended world meetings, served on special committees and have otherwise contributed to the success of the world transportworkers' organization.

In this rapidly changing world, transportation is playing an increasingly important role in the economic welfare of every nation. Rapid communication is shrinking the globe. Air travel and air cargo carriage are growing very fast and will continue to grow. Only a relatively few hours separate any part of the earth from every part of the earth.

Trucking is sharing in this rapid transportation improvement also. In Europe I noticed the tremendous growth of motor transport — used for everything from rapid messenger service to heavy cargo hauling. The network of roadways in the highly improved areas of the world, particularly Europe, is connected with the shipping docks, with the seaports where heavy exports and imports are loaded and unloaded.

Both seaports and airports are of the utmost importance to the effective distribution of goods in every country. The importance of these transport terminals makes it imperative that the inland transportworkers develop the best possible type of cooperation.

The next great step in transportation will be the general usage of jet planes. We have seen only a brief preview of what we may expect from this high speed passenger and cargo carriage.

What has the ITF and improved transportation and the participation of the Teamsters to do with the present union movement and its efforts to move forward on a national and a global front?

It is hardly news to anyone that communism is hard at work in every part of the world. The Soviet Union is directing and waging warfare against the free world—materially and spiritually.

Paralleling this ceaseless warfare is another important development. This is the great awakening of the colonial peoples on every continent where colonialism still exists. Those of the black, brown and yellow races know that they need no longer be held under colonial subjugation. The sparks of nationalism have ignited fires which are flaming in Africa and Asia.

Since World War II some 700,000,000 people have won their independence—many new nations have been formed. These nations are determined to win their place in the economic and political sun. Their workers are determined to have decent wages, hours, conditions and standards of living.

This great tide of freedom cannot be pushed back—no one should try. The old colonial powers have had their day. The time for freedom for millions is at hand. I have gained an unusual insight into the problems of these people through talking with representatives from the Far East and Africa.

The Soviet Union is fanning the flames of discontent throughout the world. It is adapting its strategy and tactics to fit every possible situation. If the propaganda calling for inflaming the discontented seems called for, that technique is employed. If, on the other hand, more headway can be made through providing economic help, that help is made available. Russia

knows the value of technical assistance and is helping through that method to win converts to its cause.

The greatest single weapon ever devised against communism was the Marshall Plan. At a time when the world was reeling from the devastating effects of World War II and when reconstruction and rehabilitation help was sorely needed, the Marshall Plan was created and put into action. This great program staved off communism and brought hope to the spirits of man as well as aid to his material needs.

If we are going to protect the Free World against communism, we are going to have to commit ourselves with further billions. These billions should be used for technical and economic development. This is as essential or more so to the long-range welfare and freedom of America and peace of the world than are battleships and jet planes, although military as well as economic strength is necessary.

In this period of development there is being waged—and will continue to be waged—warfare, warfare of the spirit and of the mind in Africa and Asia. The Communists are seeking to win these people to their Godless cause. We must win them to the cause of freedom. This we cannot do unless we work closely and sincerely with the free trade unions everywhere.

We must see that the working men and women wherever employed get decent wages for their toil. We must see that they achieve standards of work and living in keeping with their dignity as human beings. If we can succeed in bringing a measure of economic justice and progress to the workers of other lands, we can defeat communism.

Not only have we a stake in decent humanitarianism to defeat communism in the developing countries, we have a strong self-interest. The world is undergoing great changes in the fields of technical and industrial production and development. As the developing countries grow and progress, they will become great manufacturers and producers of goods for all consumers.

Improved wages and earning capacity of all peoples also means the creation of a great reservoir of purchasing power for the goods of the world—including the manufactured goods of American plants and factories.

We are going to be faced with intense competition in the market places on the part of the workers from other countries. The alternatives appear quite clear: if the workers of those countries have fair wages, hours and conditions, they will not only be given a decent living, but they will not become unwilling tools of cut-throat international trade. They will not be able to

displace our own workers. If, on the other hand, the workers of the other lands do not get a decent economic consideration, they will be part of a great rate-cutting, wage-cutting mechanism which will affect every worker in the civilized world, wherever employed.

It should be apparent to anyone with vision that, in self-protection as well as in a humane regard for other people, we must through our financial and spiritual resources win the fight against communism.

The task will not be easy. Fancy speeches won't do the trick. Hard work and a conscientious desire to better the status of our fellowmen will be necessary. In this endeavor the AFL-CIO must step up its overseas work. Our great federation has done a fine job, but it has not done enough—the task and the challenges on every continent are great and they must be met.

The ITF has a great place in this job of helping the workers of all nations. It has established relationships with working groups in the transport unions in practically every country. To do its job effectively, it must have the cooperation of unions the world over.

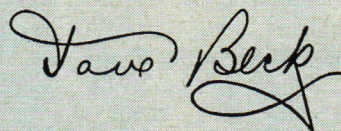
The International Brotherhood of Teamsters as the largest labor union affiliated with the ITF must assume a position of influence and leadership in the achievement of these goals. Should our assistance help in accomplishing the objectives of the ITF, there will be far less receptiveness to the siren song of communism by the peoples of Europe, Asia and Africa.

We will carry forward a program of cooperation with the ITF, developing our contacts throughout the world, through and with the ITF. In doing this we will be making a great contribution to the job of trade unions in pushing back the evil tide of communism. How the unions do their job may well determine the future course of free nations. Our survival and the survival of our system of freedom and free unionism are at stake.

I feel most emphatically that we in the Teamsters have a great challenge facing us. I am certain that we will live up to this challenge and to the responsibility in this great effort which is ours. If successful, we will make a great contribution to America and to all liberty-loving people.

Time is short. We must not delay.

Fraternally,

A handwritten signature in cursive script, reading "Dave Beck". The signature is written in dark ink and is positioned above the printed name "President".

President.

*By Bettering Conditions of Workers,
It Can Strike Blow at Communism; Beck
Meets Leaders in Rome, Paris, London*

ITF PLAYS KEY ROLE IN COLD WAR

(See General President's Letter, page 3)

Stepped up activity throughout the world in behalf of advancing the aims of working people toward better working and living standards will be undertaken by the International Transportworkers Federation.

General President Dave Beck, a delegate to the biennial world congress of the ITF singled this out as one of the most significant decisions made by the session. The congress was held in Vienna, Austria, July 18-26.

President Beck was elected to the General Council of the ITF at the Vienna meeting. The Council is composed of 40 members from all parts of the world representing the various sections of world transport—road transport, railways, waterways and airways.

The work of expanding the activities of the ITF is being advanced through increased participation by the International Brotherhood of Teamsters.

Attendance at the Vienna meeting preceded other sessions which Mr. Beck participated in before returning to the United States.

Following the ITF meeting, President Beck attended a convention of Italian transport workers in Rome. He renewed acquaintances with a number of Italian labor leaders he had met on previous trips to Europe.

Following the Rome convention, Mr. Beck went to Paris to confer with transport union leaders there. He discussed the progress of union-

ism and the general efforts of the free trade unions to fight the threat of communism.

A highlight of the visit to Paris was a briefing by General Alfred M. Gruenther, commander in chief of NATO—North Atlantic Treaty Organization. The briefing session was held at NATO Headquarters near Paris. The role of labor unions and the working people in the overall fight against totalitarianism was outlined in detail by the military authorities in Mr. Beck's visit.

In London, Mr. Beck conferred with Frank Cousins, chief executive

officer of the Transport & General Workers' Union, which is the largest trade union in Great Britain.

"These meetings in Rome, Paris and London following ITF greatly added to my knowledge and information on the European labor scene—particularly with reference to the transport workers' role in Europe. Great progress is being made in Europe economically and the transportation industry is playing its full role," Mr. Beck said upon his return to the United States.

More delegates from the United States and Canada attended the Vienna meeting than had ever previously attended an ITF congress. This appears to be a demonstration of the growing interest of the transport unions to work together. When the gavel fell on opening day there were 206 delegates from 32 countries; to these should be added the 47 observers. Three South American countries were among those attending for the first time. Among the first-timers were: Brazil, Chile, Colombia, the Gold Coast (Africa), Grenada, Nigeria and the Philippines.

Work sessions were held with delegates representing the various types of transport participating: road transport (trucking); railways; waterways (oceangoing and inland transport); airways. Each of the sections discussed items of partic-

(Continued on page 18)



PRESIDENT BECK



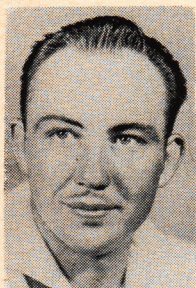
GENERAL GRUENTHER

While in Paris General President Beck conferred with General Alfred M. Gruenther.

*When His Brakes Failed, Teamster
Herbert Hayes Stayed with His Truck
And Its Careening 20-Ton Cargo*

TRUCKER GIVES LIFE TO SAVE OTHERS

FEW events in the annals of peacetime heroism will match the sacrifice of a California Teamster who gave up his life in a dramatic downhill run with a heavy truck on the famed Ridge Route July 18.



Teamster Hayes

The trucker was Herbert Hayes, member of Line Drivers Local 224, Los Angeles, Calif., an employee of the Paxton Truck Lines.

Hayes deliberately chose death for himself rather than see his runaway truck which had lost its air endanger the lives of others on the highway. The story of Hayes' heroism was told in the California newspapers and his deed received acclaim throughout the country.

He was hauling a 20-ton load of copper wire. He discovered en route over the Ridge that he had lost his air. He sideswiped an embankment in an effort to slow or halt the rig. When this attempt failed, he elected to stay aboard and ride it out.

At this point he could have jumped from the cab and saved his own life. Had he done this there are strong probabilities that others might have been killed by the runaway truck hurtling down the highway. Hayes stayed in the cab, sounded his horn and flashed his lights as a warning to let others know of his desperate plight.

News reports say that at least

seven other truckers and at least two passenger cars were endangered by the plummeting heavily-loaded truck.

As the big rig careened down grade it was picking up speed rapidly and half-way to the bottom had increased speed which had reached an estimated 110 miles an hour.

HURTTLED EMBANKMENT

While the rig was travelling at this high rate of speed it hurtled over a 20-foot embankment on a hairpin curve and plummeted another 384 feet into a field.

The 20-ton cargo of copper cable crushed Teamster Hayes and almost demolished the big truck. The sud-

den swerve marked the end of the drive for the truck and as the result of Hayes' staying with the rig, lives were saved which might have been crushed out by a driverless high-speed truck.

The 30-year-old driver had been a member of Local 224 since July, 1954 at which time he had transferred from Local 692, Long Beach, Calif.

He was a veteran of World War II and had seen major action during that conflict, including the battle of Leyte.

LEAVES CHILDREN

Mr. Hayes leaves a wife, Clarice and two sons by a former marriage, Herbert, 9 and Arthur, 8. He also leaves a brother, John, 13, two sisters, Mrs. Beatrice Foster and Mrs. Shirley Myers and his parents, Mr. and Mrs. George Hayes, all of Compton, Calif.

Last month Hayes received a posthumous award for gallantry from the *Los Angeles Examiner*. A plaque emblematic of the honor and a \$100 check was presented to his widow, Mrs. Clarice Hayes, by Sid Bernstein on a television program.

After Hayes' death Line Drivers Local 224 paid Mrs. Hayes \$1,000 insurance and the Teamster Security Fund paid him double indemnity on a \$2,000 policy or \$4,000.



A posthumous award for gallantry and heroism of Teamster Howard Hayes was presented to his widow, Mrs. Clarice Hayes, by the *Los Angeles Examiner*. Shown above are (from left) Sid Bernstein, representative of William Randolph Hearst, Jr., Mrs. Hayes and Sid Rowe, "Red" Rowe, CBS station master of ceremonies.



Lawrence N. Steinberg, Teamster general organizer (standing), speaks to Conference in Philadelphia.

JC 53 Launches 4-State Drive

*Mammoth Organizing Campaign Aimed
At Winning 20,000 in Pennsylvania,
New Jersey, Delaware and Maryland*

THE four-state organizing campaign of Joint Council 53, Philadelphia, conducted jointly with our International Union, surged forward into high gear at its Executive Policy Committee meeting on August 6, 1956, at the Teamsters' Building in Philadelphia with ranking International Union officers in attendance and a dynamic program of organizing activity.

This intensive quarter of a million dollar drive to recruit upwards of 20,000 new members encompasses the Council area of Eastern Pennsylvania, Southern New Jersey, Delaware, and the Eastern Shore of Maryland.

HIGHLIGHTS OF CONFERENCE

Highlights of the accelerated organizing conference included:

1. Addresses by Vice President Einar Mohn; Chairman Thomas E. Flynn of the Eastern Conference of Teamsters; President John B. Backhus of Joint Council 53; Raymond Cohen, Chairman of Joint Council

53 Organizing Committee; Bernard J. Marcus, director of organization; and various directors of the national trade divisions.

2. A comprehensive survey and progress report by Lawrence N. Steinberg, personal representative of General President Dave Beck.



Bernard Marcus (left), director of organizing campaign in the Philadelphia area, is shown here with Sam Baron, field director of the National Warehouse Division.

3. Trade division meetings by various local unions in the food, meat, produce, drug and chemical, automotive, vending machine, and warehouse industries with their respective national trade directors assigned to specific organizing targets.

4. Formulation and adoption of an overall positive program of concentrated organizational activity.

NATIONAL TREND

Vice President Mohn stated that the ambitious organizing work of Joint Council 53 was in keeping with the national trend of our union. He expressed the hope that its success would be "contagious" to adjacent areas in adding impetus to greater expansion of the Teamsters movement. He declared that all of the International Union facilities for assisting this drive would be made available to the Organizing Committee and its director.

Chairman Flynn of the Eastern Conference announced this drive as a major undertaking involving a

great responsibility for all concerned. In offering the complete cooperation and services of his organization, he said, "I have only the highest feelings of optimism for the success of this drive."

Coordinator Lawrence N. Steinberg sketched the background history of the drive and emphasized its significance. He pointed out that the International Union was fully aware of the potential membership in Teamster jurisdictions in this four-state area.

In reporting on organizational work already underway, Mr. Steinberg stated that four major drives have been started in the drug and chemical, automotive, paper, and vending machine industries. He announced that 300 new members were signed and a contract concluded with the auto seat cover industry alone during the early weeks of the campaign.

EXPRESSES OPTIMISM

"I am most optimistic about the ultimate outcome of this enterprise and am extremely confident that the concentrated effort of all of us here will not only achieve our immediate organizing goals, but accomplish even greater results. We have the spirit and the know-how; and we'll do the job!" Coordinator Steinberg concluded.

President John B. Backhus of Joint Council 53 discussed various jurisdictional problems and avenues of approach to their solution. He expressed gratitude for the splendid support extended by the Interna-



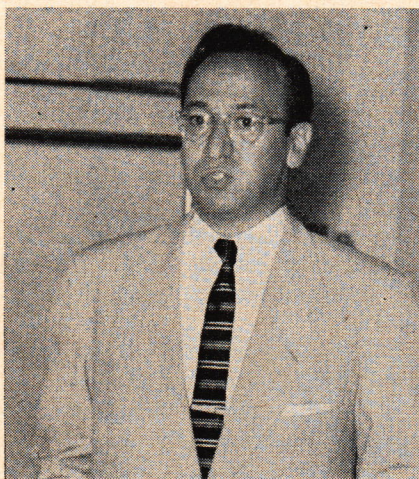
At a pre-session huddle in Philadelphia. At extreme left are Raymond Cohen, Joint Council 53 secretary-treasurer, and Vice President Einar Mohn. In the foreground are Leon Schachter, Amalgamated Meat Cutters Union and that organization's representative on the Teamster-Butcher organizing committee; he is speaking to John Backhus, Joint Council 53 president. In the background are George Stuart (center background), vice president of the Bakery & Confectionery Workers' International Union, and its director of organization; Lawrence N. Steinberg, Teamster organizer (standing), and Thomas E. Flynn, director of the Eastern Conference of Teamsters.



William Griffin, director, National Miscellaneous Division (extreme left), discusses miscellaneous sales problems with group. Several trade division meetings were held.



EINAR MOHN
... International vice president.



ABRAHAM WEISS
... Teamster economist.



THOMAS E. FLYNN
... Eastern Conference director.

tional Union and the Eastern Conference.

Chairman Raymond Cohen presented Joseph Konowe, regional director of New York and New Jersey, who pledged his cooperation.

Al Weiss, economist for the International Union, indicated some of the statistical tools necessary in the implementation of this drive.

When called upon by Vice President Mohn, Bernard J. Marcus, director of organization for Joint Council 53, acknowledged his deep appreciation to all local unions in the Council area for their enthusiastic response.

Leon Schachter, co-chairman of the Teamster-Butchers Joint Organizing Committee, described the successful technique employed in his national drive and pledged two full-time organizers to Joint Council 53.

Following the general meeting, special conferences were held by all the officers, business agents, and organizing staffs of the local unions conducted under the guidance of their respective national trade directors.

THREE-PRONG PROGRAM

Sam Baron, field director of the Warehouse Division, and Bernard Marcus projected a concrete program for action in the drug and chemical and paper industries with Local Unions 169, 115, and 161.

Mel Horn, director of the Automotive Division, outlined various tested and proven organizing procedures in the automotive industry with Local Unions 596 and 470. Robert McQuarrie of the Teamster-Machinists Organizing Committee assisted him in the discussion.

Tom Owens, director of the Produce Division, and Al Weiss met with Local Unions 929 and 401 and developed an aggressive organizing schedule.

In conference with Local Unions 343, 830, and 463, William Griffin, director of the Miscellaneous Division, formulated plans for the organization of the vending machine industry in Philadelphia.

A detailed overall blueprint relating to specific organizing goals, strategy and techniques materialized from these sessions as a giant step forward in the momentum of this drive.



Thomas Owens, director, National Produce Division (extreme left), going over problems in the produce field with group of organizers and local union officers.



The automotive problems are under discussion here. Seated at left in above photo are Melroy Horn (left), St. Louis, Mo., and Robert McQuarrie, director of the Automotive Division, Eastern Conference of Teamsters.

At Philadelphia IBT Conference

Those attending the conference in Philadelphia to plan the intensive organizing drive include:

—Einar Mohn, international vice president, Washington, D. C.;

—Thomas E. Flynn, director, Eastern Conference of Teamsters.

—William Griffin, director, National Miscellaneous Division.

—Thomas Owens, director, National Produce Division.

—Abraham Weiss, Teamster economist, Washington, D. C.;

—John B. Backhus, president, Joint Council 53;

—Raymond Cohen, chairman, organizing committee, Joint Council 53 and joint council secretary-treasurer;

—Sam Baron, field director, National Warehouse Division.

—Melroy Horn, chairman, National Automotive Division.

—Edward J. Hartsough, executive policy committee, L. U. 169;

—Robert McQuarrie, Teamsters & Machinists Joint Committee.

—Bernard J. Marcus, director of organization, Joint Council 53;

—Lawrence N. Steinberg, personal representative of General President Dave Beck, Toledo, Ohio;

—Joseph Konowe, regional director, Teamsters, New York and New Jersey;

—Elias Namey, executive policy committee, L. U. 401;

—Lawrence Mullen, executive policy committee, L. U. 161;

—Edward Davis, Teamster attorney, Joint Council 53;

—Peter P. Schultz, executive policy committee, L. U. 470;

—Albert Sabin, executive policy committee, L. U. 463;

—Louis Lanni, executive policy committee, L. U. 830;

—Leon Schachter, co-chairman, Teamster-Butcher Joint Organizing Committee.

For Congress: Praise And Less!

Mixed Record Features Hits And Misses; Highway Bill Notable As Outstanding Accomplishment

A RECORD which was mixed with some points of achievement and some critical omissions was made by the second session of the 84th Congress which adjourned shortly before the recent national political conventions.

As members of Congress go back home to face their constituents they will praise or condemn the record—depending on what side of the political fence they may be.

What did Congress do in its session from January until late July?

CONSTRUCTION: Outstanding was the passage of the \$33 billion long-range highway program. This was described in detail in a special report in last month's issue of *THE INTERNATIONAL TEAMSTER*.

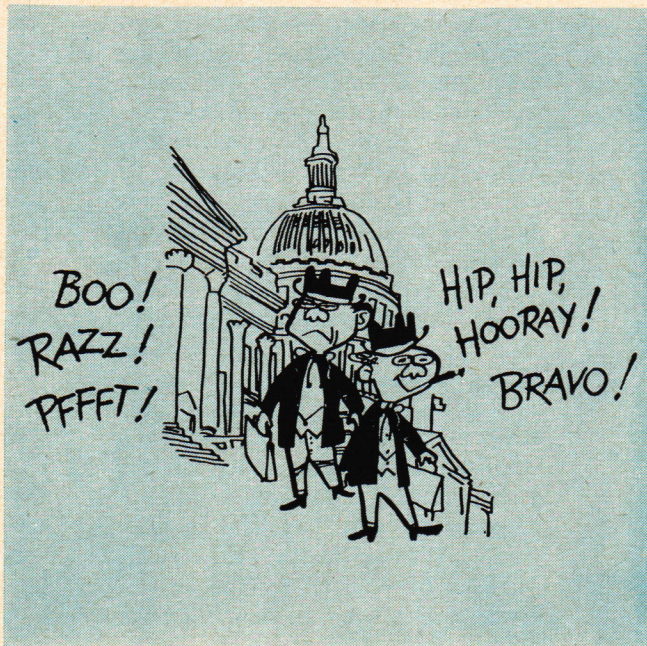
A bill authorizing \$1.2 billion for military housing was passed. This will provide for new facilities at military installations to serve servicemen and their families.

A \$1.6 billion rivers and harbors appropriation bill was passed, but was vetoed after Congress had gone home. This came as somewhat of a surprise but the President had said the measure contained a number of projects to which inadequate supply had been given.

WELFARE: The greatest welfare achievement of the session was the enactment of amendments to the Social Security Act. These revisions provided for lowering the age of eligibility for women from 65 to 62 under the program of Old Age & Survivors' Insurance. The bill also provided for eligibility at 50 of the totally disabled. (See story on page 26 of this issue.)

A series of health proposals were

passed providing for the extension of the Salk vaccine program; for \$90 million grants for medical research facilities and other measures providing for health training.



AGRICULTURE: After vetoing one bill the President signed a subsequent measure providing for a soil bank farm program. The programs of the soil bank and conservation measures added up to \$1.3 billion for any one year.

Hefty increases were made in the farm surplus program. Commodity credit funds were boosted from \$10 billion to \$12 billion by way of borrowing power in connection with

the price support program. An increase from \$1.5 billion to \$3 billion was made in the limit on the sale of farm surpluses for foreign currencies which need appropriations from the Commodity Credit Corporation.

LABOR: Little was done in this field.

MISCELLANEOUS: A number of unclassified items of importance were passed by Congress.

A \$37 million authorization was passed for an atomic merchant ship.

A \$7.5 billion flood insurance program was passed as a backstop to insurance companies in the flood damage and risk field.

Congress passed a \$3.9 billion foreign aid bill. This legislation was subject to considerable legislative pulling and hauling.

Approval was given the \$760 million Upper Colorado irrigation and reclamation program. Dams, reservoirs, power plants and transmission lines will be included in this project.

Congress chalked up some legislative misses, several of which were of vital concern to organized labor.

The school construction aid bill was lost in the final weeks. This bill would have provided for \$1.6 billion in grants over a four-year period. An anti-segregation amendment got tacked onto the bill and then almost a hundred representatives who had voted for the amendment then voted against the bill. There was considerable difference of opinions to how funds should be distributed.

This is bound to be a matter for top priority legislative consideration in January.

The Senate killed the Hell's Canyon bill which would have provided for a giant multi-purpose project on the Snake River in Idaho instead of three small privately financed power projects. This defeat by 51 to 41 in the Senate was a hard blow at the efforts of those advocating public power development and affects

vitality residents of the Pacific Northwest.

A related power program was killed, this one in the field of nuclear power. Under this bill the Atomic Energy Commission would have been directed to construct a number of different types of reactors at atomic energy installations to see which are most economical.

The Administration fought against the bill contending that private industry was making adequate progress.

This being an election year members of Congress avoided consider-

ing Taft-Hartley changes as they would the plague.

Labor had advocated aid for the so-called distressed or depressed areas where there is chronic unemployment. This measure was lost.

The long time efforts of Alaska and Hawaii to obtain statehood status got nowhere in the last session.

A so-called "clean elections" bill failed of passage; this measure would have repealed the present Federal Corrupt Practices Act and would have substituted a much tighter law, particularly with reference to spending.

TRIP-LEASE BILL OKAYED FOR FARMERS

ONE BILL of specific interest to Teamsters and the trucking industry was a measure providing for trip-leasing in the agricultural field.

It should be noted that as finally passed the bill was substantially limited to the agricultural products field and is not a general trip-leasing act.

The bill was passed in the closing days of Congress, but before it finally emerged in an approved form it had been modified to apply only to farm products and farm organizations.

Under the new bill authorized carriers would be permitted to trip-lease without regard to the duration of the lease of a motor vehicle with a driver when two conditions prevail:

1. When it is controlled and operated by a farmer, or by a farmers' cooperative association or federation, and

2. When it is used for hauling a certain type of goods and after the truck has completed a movement from which it is exempted from I. C. C. regulation.

What the law means is this: trip-leasing as now defined in the law is limited to farm hauling on return trips. In other words, trip-leasing may take place enabling farmers or farm co-ops or federations to make return loads. Trip-leasing is not broad and unrestricted, as some advocates had hoped it would be.

President Eisenhower signed the bill in August, thereby adding the final step toward making it a law.

Teamsters have been opposed to trip leasing generally and have appeared through counsel before the Interstate Commerce Commission and congressional committees concerning legislation of this character. While the present bill may not be what the Teamsters may wish entirely, it is significant to note that "trip-leasing" is a concept now recognized by the United States Congress. The net result of the extensive hearings before the I. C. C. and on Capitol Hill is to educate executive and legislative departments into the economics of trip-leasing and the implications the practice has for the transportation industry.

Hearings were last held in May 1956. At those hearings Edward K. Wheeler of Wheeler & Wheeler, attorneys, appeared in behalf of the International Brotherhood of Teamsters. Mr. Wheeler and his father, former Senator Burton K. Wheeler, have represented the Teamsters ever since the problem of trip-leasing was raised by the International Union six years ago.

In his testimony Mr. Wheeler outlined the reasons advanced by the Teamsters for opposing the practice of trip-leasing. He supplemented his remarks with a body of data on the rise of accidents in the unregulated type of carriage.

Credit Where Credit Is Due

AN EDITORIAL

By DAVE BECK
General President

In all parts of America an exciting story is being written—a story of construction, construction of the greatest public works project in history.

This story is being written in terms of blueprints and planning on the \$33 billion long-range highway construction program which was authorized by Congress.

As these plans are being drawn for new highways to serve the growing traffic needs of the nation, we should not forget the first chapter of this story, a chapter which was long in the writing and took patience and foresight to bring into reality.

I am referring to the vision and leadership of President Dwight D. Eisenhower in recommending, endorsing and pushing forward this important program.

He created the President's Advisory Committee on a highway Program under the able chairmanship of General Lucius Clay and I am glad to be able to say that I served on that committee. From the work of that committee through the sometimes rocky path through Congress the President sought ways to see that a highway bill was passed.

I believe that he deserves far more credit for the final realization of a great highway bill than he has received. Here and now I would like to see credit given where credit is due. While many deserve credit for work on the highway bill, most have been given appropriate recognition, but, in my opinion the President has not. I am glad to add my note of appreciation to that of others to the President.

When Chips Were Down
In Highway Wage Fight,

Senator Thomas H. Kuchel Helped Swing Tide In Favor Of Construction Workers!

ONE of the highlights of the last Congress was the fight made on the highway legislation in behalf of the prevailing wage (Davis-Bacon) provisions. While members of both parties were for this protection, many were also against it and hence the victory cannot be said to have been a partisan victory by either party.

One figure emerges, however, as one of the leaders whose energy and counsel were of the highest importance when the legislative chips were down—a Republican Senator, Thomas H. Kuchel of California.

The building and construction trades unions are grateful for the tremendous assistance rendered by Senator Kuchel in getting the Davis-Bacon protections in the road bill.

There was a difference of opinion in the Republican ranks over the Davis-Bacon question. Senator Barry Goldwater (Rep., Ariz.) was strong for eliminating such provisions and in Republican councils his voice was an im-

portant one on labor matters.

Senator Kuchel did not back down from his position favoring

as his word and his efforts were in a large measure responsible for final success.



Senator Thomas H. Kuchel
Republican of California

In every step of the way in this important highway legislation, Senator Kuchel supported the building trades position. There were bi-partisan supporters of Davis-Bacon and there was bipartisan opposition to the protections urged. Tommy Kuchel emerged as a leader of those advocating protections in the highway bill.

During the recent Teamster attorneys' conference in Washington, many of our lawyers had an opportunity to meet Senator Kuchel when he attended a reception for members of Congress. He is well known to most of our members and particularly our California local unions and joint councils. Mr. Kuchel

served two terms in the California Assembly and in the California Senate. He came to the U. S. Senate in 1953 and was elected in 1954 for the term ending this year. He is a candidate in California to succeed himself.

served two terms in the California Assembly and in the California Senate. He came to the U. S. Senate in 1953 and was elected in 1954 for the term ending this year. He is a candidate in California to succeed himself.

EDITORIALS

Blueprint for Congress

Members of Congress have gone home, back to campaign for reelection. What they will say about the record made at the last session will depend on who does the saying and where the speech is made on the record. In this issue is a report on the work of this session.

A few observations should be made on what Congress did not do as well as what it did. The unfinished items left on the legislative agenda in the last session can constitute at least the beginning of a blueprint for action in the coming session, January, 1957.

What are some of the items left undone which should claim immediate attention when the 85th Congress convenes? Teamsters are interested in the unfinished business as Teamsters and as citizens desiring a forward-looking legislative program.

Congress passed the long-range highway bill, but the school construction bill got lost in the shuffle. School construction will be high on the 1957 list—or should be.

Labor legislation in the last session was conspicuous by the absence, to coin a trite phrase of appraisal. This being an election year apparently both political parties thought that the Taft-Hartley issue was too hot to handle.

It's about time Congress took a hard and searching look at the way Taft-Hartley is working out in practice. This law was enacted nine years ago and little change has been made although practically every evil forecast by labor in 1947 has come to pass.

Teamsters would like to see the Hobbs Act repealed. While this law has not been given the attention the Taft-Hartley statute has received, Teamsters know that it is a vicious piece of legislation which must be removed from the books. We regard the Hobbs Act as far more vicious than Taft-Hartley, and we do not forget that it was a Democratic President who signed it.

Labor wants to see the minimum wage boosted and a modernization of our present inadequate unemployment insurance system.

The recent changes in Social Security were good, but they did not go far enough. We need more benefits and more liberalization in this rapidly changing society.

Small business needs a better break than it has been getting. And a farm program should be enacted which takes into consideration the family type farm as well as the fate of the big farmer.

We have a long way to go before we have a decent conservation program. We cannot afford to be profligate with our resources—timber, mineral, water or

game. The blessings which belong to all the people should be husbanded diligently.

These are only a few items of unfinished business which can and should be considered in drawing a blueprint for the next session of Congress.

Foreign Affairs Are Important

Too often Americans think that what happens in other places of the world bear no importance or relationship to our domestic welfare. Those who harbor such illusions are living in a dangerous dream world.

What happens overseas does concern us—for good or evil. We learned that the distorted ambitions of an obscure Austrian house painter less than 30 years ago did concern us—and the whole world.

We recently were thrown into a fit of disturbance when a junior grade dictator threatened to seize the Suez Canal. This international waterway and the zone nearby can be the means of starting the flames of another conflict. Concerned? Certainly, we are.

And what about the developing countries of the world? Where labor and living standards are low, where poverty stalks the land, the people become restless. The danger of war comes from lack of the necessities of life—the proper food, clothing and shelter.

This elementary fact is recognized by organized labor which has for years been carrying forward a campaign for improved wages, hours and conditions in many lands. The unions of the advanced countries through international labor agencies and sometimes directly have sought to bring to working people of underdeveloped countries the facts of life with relation to seeking advancement. No surer way could be found to secure peace than through the social and economic improvement of the working people. Concerned? Certainly, we are concerned with our brother human beings who are less fortunate.

It is about time that everyone awakened to the fact that what concerns others, concerns us. We should realize that foreign affairs do affect us and when we realize that we will be better citizens for it.

Register and Vote

The political campaign is warming up and organized labor is manifesting an increased interest in the elections, state and national.

Unfortunately, too often after a hot election fight, working people discover that they have no vote because they have not registered. This is a situation which no union member should allow to happen.

Local unions and joint councils throughout the country have been encouraging our people to register. In some areas intensive drives have been staged in behalf of registration. Teamster groups who have put on these campaigns are to be commended for discharging obligations of good citizenship. We must continue to urge not only our own members to vote, but also every citizen.

Teamster organizations do not tell their members how to vote. How a man or woman expresses himself within the confines of the voting booth is his own business. But Teamster locals and joint councils are most anxious to see that every member is registered.

It should not be necessary to have to repeat the fact that unless we are registered we cannot vote. In many places registration can still take place. If you are not registered, please get your name on the registration books at once. Labor has a big stake in the election this year. Let's see that Teamsters are 100 per cent registered.

Disturbing News in Housing

Housing in the United States seems to be on a long slow toboggan slide—but definitely a slide.

Figures from the Department of Labor indicate that we are building fewer houses in 1956 than we have in the last couple of years. The situation should be reversed; we should be building more housing to take care of our rapidly increasing population.

What are the causes of this decline? In the first place, the general credit situation seems to have tightened up and that means fewer new projects are started. Tighter credit means that the average wage-earner and working family are being priced out of the market through higher sales tags or they are being prevented from getting into the market through tight credit policies.

For the past few years we have seen a high volume type of construction in which volume rather than price was the fundamental consideration. Today we have seen some significant changes. The construction trend appears today to be toward the higher priced and better quality house, usually beyond the means of the average workingman's family.

The result of these two trends—tighter credit and higher prices—is obvious: the lower income and middle income families are getting excluded for one reason or another from the housing picture. And yet these families of the middle income and lower income groups are the very ones who offer the greatest potential in homebuilders and homebuyers.

News of this trend in housing is definitely disturbing. It is disturbing on more than one count. Depriving working families of the economic opportunity to avail themselves of housing is a serious matter. Buying or building a home is a big thing in the life of any family and excluding families from this opportunity is serious. To exclude from the market the great bulk of middle and low-income families is a critical matter in our economy.

The housing problem requires some attention before this disturbing slide picks up momentum. The economic implications can become increasingly serious unless the decline is arrested.

Flood Insurance

Passage of a bill in the last session of Congress providing for flood insurance may have far-reaching effects.

Insurance for losses from floods has been regarded by the regulation insurance companies as a hazard which they did not care to undertake. As a result of this situation, the Government has been called upon to underwrite a program of flood insurance.

The floods of New England and Pennsylvania last year pointed up the need for some sort of insurance against flood losses. Thus the insurance provisions written into law are economic and financial backstops for insurance companies.

No one can say precisely how this experiment in a new type of insurance will work out. We do know that floods can be the primary causes of great losses in life and property. It will be interesting to see how practical this new program is in the months and years ahead.

March of the Mergers

Mergers in this country seem to be marching along. The Federal Trade Commission recently reported that in 1955 the number of corporation mergers rose by 37 per cent to a 25-year peak of 846.

Is competition passing from the American scene? Such a question would seem preposterous if it were not for the fact that serious students of the nation's economy feel that competition is slowly disappearing.

Said Senator Joseph C. O'Mahoney (D., Wyo.), a long-time expert on the matter of economic concentration:

"Competition is rapidly ceasing to be characteristic of the American economy. If mergers continue at this pace, the Government will find it difficult to protect the public interest."

These are blunt words and they portend a time ahead in which mergers will result in such great concentrations of economic power that the general public will be helpless against the impact of the giant monopolies.

The days of fighting against the "power trust," the "railroad trust" and other great monopolies are dim memories in the minds of many. But we should re-examine the trends today and we will be disturbed in finding the increase of economic power is an alarming development which should call for strong action by Congress.

Mergers are marching along and it is high time that both the public and our lawmakers pay a bit more attention to the impact of mergers on the future health of the American economy.

GIRAFFE, HYDRA-LIFT, DUMPSTER AND THE DUMPCRETE ARE TEAMSTER-MANNED 'WORK-HORSES' IN CONSTRUCTION

A KNOWLEDGE of construction equipment—what it does, how it is used and what it is called—is essential for the proper exercise and protection of Teamster jurisdiction in this field.

From time to time THE INTERNATIONAL TEAMSTER will publish photographs and descriptive mate-

rial in the interest of information for the membership.

With this issue we are noting the following types:

- The Pitman "Giraffe";
- The Pitman Hydra-Lift;
- The Dempster-Dumpster and
- The Dumpcrete.

THE PITMAN GIRAFFE

This new and unusual piece of equipment gets its name from the giraffe-like type of mechanism it appears to be while in action. This is called a "new low-cost hydraulic aerial platform." The Giraffe is an aerial platform type of mechanism mounted on the end of a boom—with the entire outfit mounted on a truck.

The manufacturer in its literature says that heights up to 40 feet can be reached easily. The platform will carry 450 pounds weight—two average size men and tools. With outriggers a much heavier load can be handled.

Photographs have been distributed showing this unusual gadget used by workmen in trimming trees, checking street lights, working on building repair jobs, used by linemen for electric power lines and for work in quarries.

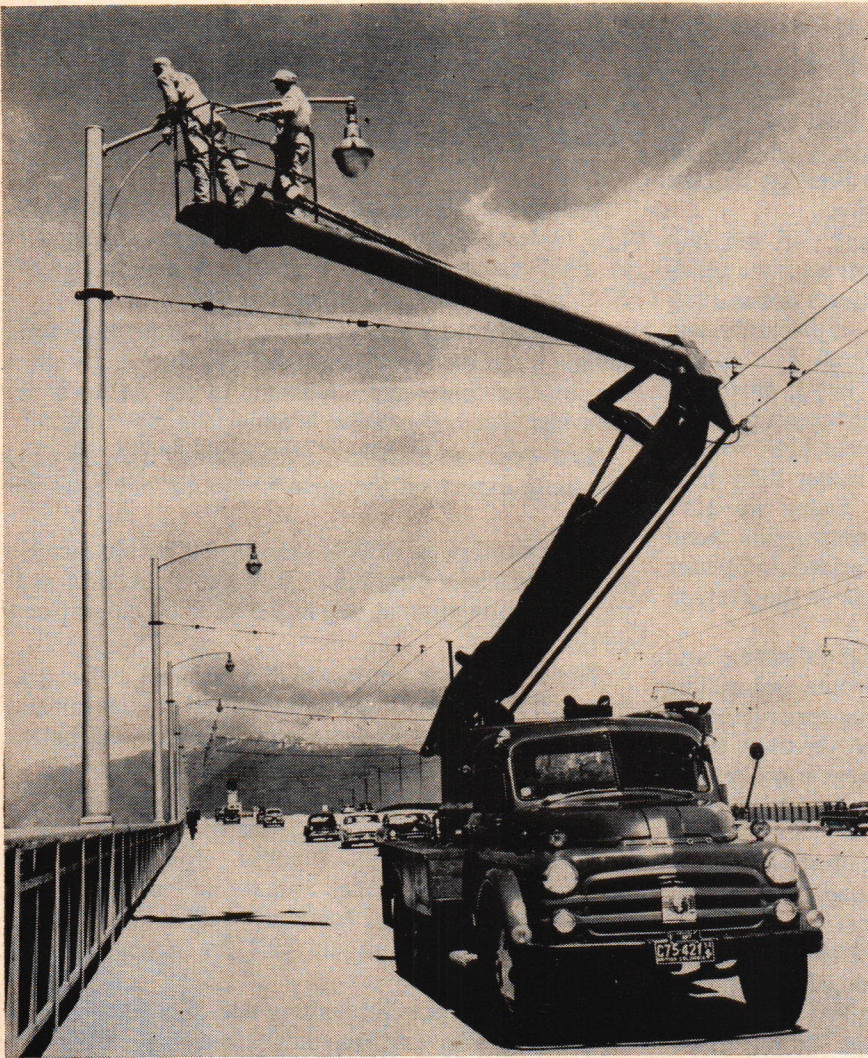
TWO MODELS

Specifications have been issued for two models, the I.G. 40 and the I.G. 65.

The I.G. 40 is the one described in the brochure by Pitman. This unit weighs 6,500 pounds (including 1200 pound counterweight) and has a 13 h.p. engine and a hydraulic pump and moot. The aerial platform at the end of the boom can make a 360-degree rotation.

This unit has platform dimensions of 21.5 feet wide and 60 feet long. What is described as a "comfortable working height" is 40 feet.

It is interesting to note that the unit has platform controls: "four foot pedals, one knee push-bar" and it is said that the controls permit simultaneous operation of upper



The Pitman Giraffe in action. This photo shows the aerial platform in use. The Giraffe is mounted on a truck and has a 360-degree swing.

boom, lower boom, rotation of any combination.

The I.G. 65 is apparently a later model with a 500-pound capacity, but is designed to be used without outriggers. The maximum working height is 65 feet. This equipment also has a 360-degree radius. It also has platform controls.

The weight of this Giraffe model is 11,900 pounds (including 1,600 pound counter weight). This model, says the specification list is designed for installation on any make or model truck having a curb weight of 12,000 pounds or greater.

Teamsters will keep abreast of the advancing mechanization of equipment and, of course, will operate it as its primary purpose.

THE PITMAN HYDRA-LIFT

The Hydra-Lift is another Pitman product, from the same engineers and manufacturers who make the Pitman Giraffe, previously described.

The Hydra-Lift is a relatively simple piece of equipment which is installed on a truck bed. The specifications say that the installations give a truck a lifting capacity of 6,400 pounds. The unit makes of the truck a truck-crane with a swinging boom, while at the same time permitting most of the truck to be used for normal hauling purposes.

The literature says "The man who drives the truck also operates the Hydra-Lift."

The number of chores the Hydra-Lift can help the truck driver and helper do appears to be endless. It is used in all types of construction work, hauling materials to the site; in stringing pipes, demolition work, pole setting, in all sorts of loading and unloading at docks, etc.

THE DEMPSTER-DUMPMSTER

The Dempster-Dumpster is sort of a handy-man piece of equipment which is being used with increasing popularity in a number of jobs. This unit consists of a lifting device mounted on a truck and a container or bucket or bed. The bucket unit is detachable.

The Dempster-Dumpster is a versatile unit in that it can pick up a bucket and haul away a load while

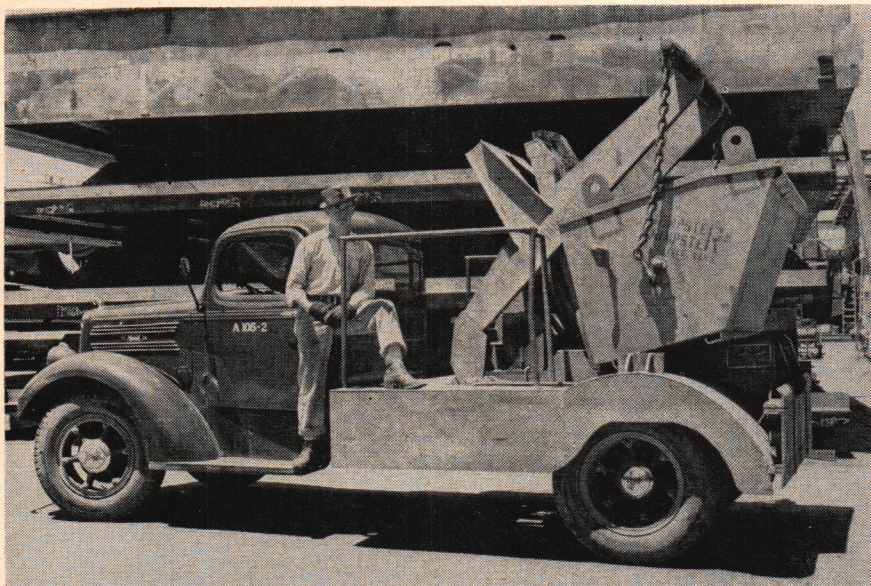
Hydra-Lift and the Dumpcrete



The Hydra-Lift, made by the Pitman Company which manufactures the Giraffe, helps in loading and unloading heavy materials from truck bodies.



The Dumpcrete is a motorized piece of hauling equipment used on construction jobs or around work places requiring quick trips with less than truckload units.



The Dempster-Dumpster is a pickup unit installed on a truck. The equipment has interchangeable containers for materials hauling.

workers are loading another bucket or container. Thus the employer has the advantage of keeping his truck moving with "down" time waiting for a load.

This is a straight loading on the truck, unloading and returning for another load sort of operation. There should be no problem of jurisdiction here since it is straight driving operation.

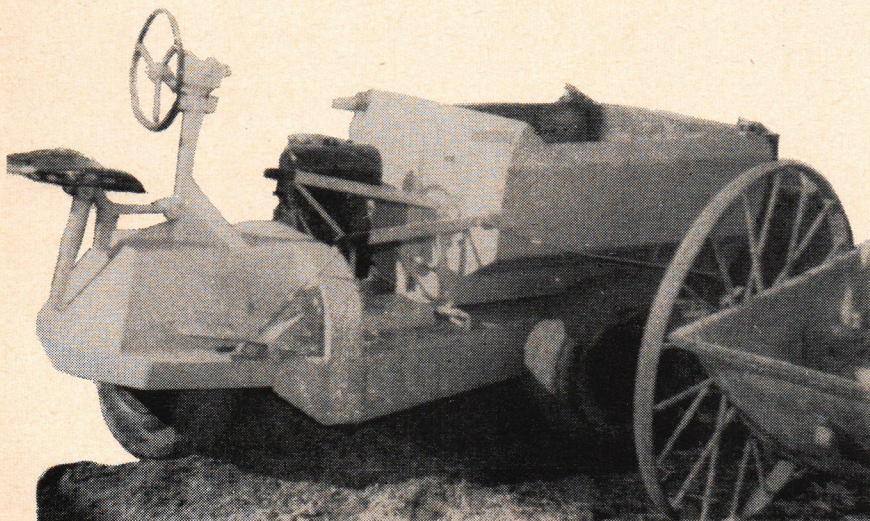
THE DUMPCRETE

Jurisdiction over the Dumpcrete, a motorized unit for carrying building materials sometimes presents a jurisdictional problem, although none should arise since the problem

presented is one of hauling materials—and hauling is Teamster jurisdiction.

There are different types of the Dumpcrete type of unit—see photos. The larger ones with a fairly large capacity for cement or other materials hauling is one over which not too much trouble is experienced.

The smaller unit is quite another story. This is the type of motorized hauler which is coming into increasing use, particularly on large construction jobs. This motorized concrete hauler is larger and is displacing the old-fashioned hand-pushed cart with its limited capacity.



A version of the Dumpcrete type of equipment is shown here. This is used for small loads on construction and related projects.

ITF Plays Key Role in Cold War

(Continued from page 6)

ular interest to their phase of transport.

The congress heard reports from its regional representatives from Asia and Latin America. It was the consensus of the delegates that work in the regional areas should be increased in view of the intensified program of the Soviet Union in its cold war efforts. The U. S. delegation pledged that Americans would continue and, if possible, increase financial aid.

The American delegates, during the congress, paid a call upon the U. S. embassy in Austria and were briefed by the ambassador, Llewellyn E. Thompson, Jr., on the State Department's view of the European developments.

A number of resolutions were acted upon by the congress with passage of several of the general character and some of specialized nature referring to specific sectional problems. Among the general resolutions were:

- one calling upon Brazil to take immediate steps to safeguard the rights of all transport employees to join the trade unions of their choice;
- a salute to the workers of Poznan, Poland, who rebelled against the Communists June 28;
- a reaffirmation of the call for a 40-hour week;
- resolutions recommending the economic integration of Europe and coordination of European transport.

Omer Becu, general secretary of the ITF, was re-elected to office. At the General Council meeting following the congress, Hans Jahn, president of the organization, was re-elected. Elected to the vice presidency was Frank Cousins, chief executive officer of the Transport & General Workers' Union of Great Britain.

Named to the General Council with President Beck were representatives of other transport sections from the U. S.: A. E. Lyon, railways; Harry Lundeborg, seafarers, and Michael Quill, transport workers.

\$1.25 PER NAME PUTS OPEN SHOP ISSUE ON BALLOT IN WASHINGTON; VOTERS TO DECIDE NOVEMBER 6

HAVING squirmed their way through other sections of the nation, the reactionary forces pushing "right-to-work" legislation now are attempting to capture their prize, the most highly unionized state in the nation.

Only hours after the smoke settled down upon the hulk burned by pirates in a lake as a climax to Seattle's Seafair, sponsors of an initiative measure bearing the number 198 released a barrage of letters soliciting funds for their campaign to put over the "right-to-work" measure in Washington's general election November 6.

The initiative was assured a place on the ballot when a count showed 60,009 valid signatures, as against 50,000 needed to qualify. More than \$78,000 was spent to get the measure on the ballot—about \$1.25 a name. Most of the treasury came from outside the state, through Jobs Research Inc. Only \$13,000 was raised within the state. The mandatory report on sources of contributions listed the highest gift at \$1,500, coming from a man in Yakima.

The signature mortality rate was 6.24 per cent, the lowest in the history of state petitioning. Up to this time the record was 8.6, the percentage of invalid signatures found on Initiative 194 advanced in 1954 to restrict beer, wine and liquor sales advertising on television. That measure fell in the general election.

Initiative 198 was pushed by mail at the outset, when 800,000 petitions were sent to a highly selective list of state residents. It is the first successful by-mail initiative campaign, and the harbinger of more to come in other states.

The co-chairman of the Right-to-Work committee, Rod Lindsay, has filed for governor as a Democrat, but his record as a state senator in Olympia fails to distinguish him as much of anything. Another Democratic candidate for governor received publicity on a demand that Lindsay should declare himself as a Republican. A Republican gubernatorial candidate retorted that the GOP didn't want him. Lindsay is the only candidate among ten—only six of whom are hopeful contenders—who supports the measure. The other five prospects conceded a chance have taken unequivocal stands in opposition, while four candidates seem to be maintaining a policy of absolute silence on everything.

Having seen some time ago the foreboding signs that the RTW outfit was going to attack Washington this year, the Washington Teamsters set out to meet the challenge with a carefully conceived program. An intensive attack on the RTW measure will be set off by the Teamsters after the September 11 primary, but it will come not as the beginning of a campaign, but rather as a planned stage in a serious program that began last spring, and in some respects, years ago. In this fight the Teamsters can rely on a reservoir of public support established over the years by community service projects. A favorable climate for the Labor Movement has been built up through this long-range program.

While the community service work represents an external approach to the campaign, there is also an internal drive to increase the number of registered voters within all Teamster Locals in the state. Under direction of the recently re-instituted Promotional League, the registrations of 25,000 Teamsters have been checked in King County, where the Western Conference headquarters are located. The 600 members of the League will work until November conducting a neighborhood canvass of every Teamster member in the county. Similar registration campaigns are underway in other Washington cities.

Organized labor is supported in its opposition to the RTW initiative by an independent group called the Citizens Committee for the Preservation of Payrolls. The committee is composed of persons of all walks of life and of both parties brought together for the common purpose of arousing the voters to the ruinous intent of Initiative 198. Through newspaper advertisements and its speakers' bureau the committee has concentrated on the economic facets of the problem, showing how business as well as the wage earner will suffer if the RTW initiative becomes law.

A defeat for Initiative 198 in November will not mark the end of the reactionaries, for there is evidence that Jobs Research Inc., even now is trying to line up a legislature that will pass a RTW bill if the measure is defeated at the polls. However, with the preponderance of legislative candidates of both parties on record against the initiative, that threat stands only as a specter in contrast to the immediate, and very real siege.

DEADLINE FOR REGISTRATION

(Unless Noted Otherwise)

The Teamster has said: Regardless of how you vote—REGISTER AND VOTE!

<i>State</i>	<i>Date</i>	<i>State</i>	<i>Date</i>
Alabama	<i>October 26</i>	Nebraska	<i>October 26</i>
Arizona	<i>October 1</i>	Nevada	<i>October 7</i>
Arkansas	<i>Poll tax due by October 1</i>	New Hampshire	<i>November 3</i>
California	<i>September 14</i>	New Jersey	<i>September 27</i>
Colorado	<i>October 22</i>	New Mexico	<i>October 8</i>
Connecticut	<i>October 13</i>	New York	<i>Date to be set by legislature</i>
Delaware	<i>October 20</i>	North Carolina	<i>October 27</i>
Florida	<i>October 6</i>	North Dakota	<i>No statewide registration</i>
Idaho	<i>November 3</i>	Ohio	<i>September 27</i>
Illinois	<i>October 8</i>	Oklahoma	<i>October 26</i>
Indiana	<i>October 8</i>	Oregon	<i>October 6</i>
Iowa	<i>October 27</i>	Pennsylvania	<i>September 17</i>
Kansas	<i>Kansas City, Wichita, Topeka: October 16 Others: October 26</i>	Rhode Island	<i>September 7</i>
Kentucky	<i>September 8</i>	South Carolina	<i>October 6</i>
Louisiana	<i>October 6</i>	South Dakota	<i>October 29</i>
Maryland	<i>Counties having perma- nent registration: September 22 Others: October 9</i>	Tennessee	<i>Counties over 25,000: October 17 Others: October 27</i>
Massachusetts	<i>October 5</i>	Utah	<i>October 31</i>
Michigan	<i>October 3</i>	Vermont	<i>Not required</i>
Minnesota	<i>October 16</i>	Virginia	<i>October 6</i>
Missouri	<i>October 9-13</i>	Washington	<i>October 5</i>
Montana	<i>September 20</i>	West Virginia	<i>October 6</i>
		Wisconsin	<i>October 24</i>
		Wyoming	<i>October 22</i>

PARTY PLATFORMS ON LABOR

Highlights from the Democratic and Republican party platforms of 1956 with special reference to labor are given below in parallel columns. Only subjects immediately bearing on labor are included; the platforms contained many other references such as those on health, housing, welfare, etc., which affect labor as they do all citizens, but space does not permit a full summary of the platforms.

Democrats

Republicans

Taft-Hartley Act

"We unequivocally advocate repeal of the Taft-Hartley Act. The Act must be repealed because state 'right-to-work' laws have their genesis in its discriminatory anti-labor provisions.

"It must be repealed because its restrictive provisions deny the principle that national legislation based on the commerce clause of the Constitution normally override conflicting state laws."

"Revise and improve the Taft-Hartley Act so as to protect more effectively the rights of labor unions, management, the individual worker and the public. The protection of the right of workers to organize into unions and to bargain collectively is the firm and permanent policy of the Eisenhower Administration."

Minimum Wage

"... we feel it imperative to raise the minimum wage to at least \$1.25 an hour, more closely to approximate present day needs."

"Extend the protection of the Federal minimum wage laws to as many more workers as is possible and practicable."

Wages and Hours

"We further pledge as a matter of priority to extend full protection of the Fair Labor Standards Act to all workers in industry engaged in or affecting interstate commerce."

"Clarify and strengthen the eight-hour laws for the benefit of workers who are subject to Federal wage standards on Federal and Federally assisted construction."

Equal Pay for Equal Work

"We advocate legislation to provide for equal pay for equal work, regardless of sex."

"The Administration . . . will assure equal pay for equal work regardless of sex."

Special Employment Problems

"... legislation to benefit the disabled worker . . . physically handicapped persons . . . migratory workers . . . expanded opportunities for older workers."

"Continue and further perfect programs of assistance to the millions of workers with special problems, such as older workers, handicapped workers, members of minority groups and migratory workers."

Depressed Areas

"... pledge support . . . providing for an effective program to promote industry and create jobs in depressed industrial and rural areas."

"Provide assistance to improve the economic conditions of areas faced with persistent and substantial unemployment."

Unemployment Insurance

"... work for a stronger unemployment insurance system with broader coverage and increased benefits . . . assure minimum level and duration of benefits. . . ."

"Strengthen and improve the Federal-State employment service and improve the effectiveness of the unemployment insurance system."

Discrimination

"We will continue our efforts to eradicate discrimination based on race, religion or national origins . . . not just in one section of the nation but in all sections."

"... continue to fight for the elimination of discrimination in employment because of race, creed, color, national origin or ancestry. . . ."

ELECTING A PRESIDENT

*Voters Carry the Ball,
But Electoral College
Scores the Points!*



WHEN you, as a voter, mark a ballot or pull a voting machine lever on November 6, you will not vote for the Republican or Democratic party nominees for President and Vice President. Their names may be listed on the ballot for practical purposes, but you will actually be voting for a "slate of electors."

These electors are named in the states in numbers equal to the Senators and Representatives to which the states are entitled. There is a slate for each party which is certified to a place on the ballot in accordance with state laws. For example: If a state is entitled to 13 electoral votes and the Secretary of State has certified the Republican, Democratic and Prohibition parties as eligible to places on the slate, each of those three parties would be required to name 13 electors.

The party which wins the state contest then has its electors gather within the state and cast their votes for President and Vice President. There will be a total of 531 electoral votes in the upcoming election, of which 266 must be captured by the successful candidate in order for him to be elected.

In 42 elections, there have been three instances where, when a President took office, it was claimed that he actually received a *minority* of the popular vote. In 1824, John Quincy Adams received 108,740 popular votes and 84 electoral votes. Andrew Jackson got 153,544 popular votes and 99 electoral votes. There were two other candidates who received a total of 78 elec-

Editor's Note

This special feature was written exclusively for THE INTERNATIONAL TEAMSTER for the benefit of our members who may not be completely familiar with the electoral college and its place in the election of President and Vice President of the United States.

toral votes and, therefore, Jackson's 99 votes were not a majority. The election went to the House of Representatives as the Constitution directs, the supporters of the two minor nominees threw their support to Adams and Jackson lost the election. However, Jackson's popular vote had not been a majority in the first place since the total vote of Adams and the two other nominees totalled more than his.

In 1876, Rutherford B. Hayes received 4,033,768 popular votes and 185 electoral votes while Samuel J. Tilden received 4,285,992 popular and 184 electoral votes. A third nominee, Peter Cooper, received 81,737 popular votes but no electoral votes and so Hayes was elected. There was a great dispute about this election, held during "Reconstruction" and the decision in favor of Hayes is now, in the calm light of history, generally conceded to have been a political machination.

The third instance generally is conceded to have been a genuine case where the electoral vote actually "failed to follow" the popular vote. Benjamin Harrison was elected in 1888 with 233 electoral

votes although he received only 5,440,216 popular votes. His nearest opponent, Grover Cleveland, received 5,538,233 popular and only 168 electoral votes.

Why not elect the President and Vice President directly? Why are the results "chopped off" at each state line? Why are not the electors directed to cast their votes proportionately according to how the candidates polled in their states? To answer those questions would involve a long and exhaustive (and controversial!) survey of our political philosophy and constitutional structure. But a look at the sources and some of the basic arguments can be of interest this election year.

The obvious first question is: What is this "electoral college?" How did it come into being and why?

In the 18th century, as the United States was in the process of forming itself into a responsible government through the framework of a Federal Constitution, the machinations of political parties in Europe had left a distinctly bad impression on the Founding Fathers and were held by them in very low esteem.

Additionally, many of the Founding Fathers had very little faith in the intelligence of the common people or in their abilities to form wise decisions to bring about the common good. The general idea back of the institution of the electoral college system was to provide a check-rein in the event the popular vote should be misled by "party men." The better-informed electors could then

conceivably disregard the expressed wishes of the voters and place whomever they pleased in office if they, in their "superior judgment," should disapprove the voters' choice.

In the beginning, Article II of the Constitution provided that the nominee who received the second-greatest number of electoral votes would be Vice President. This was changed by the Twelfth Amendment, ratified in 1804, which provides for separate balloting for the two offices. Under the old system John Adams ran second to George Washington in the elections of 1789 and 1792 and was therefore Vice President twice before he finally won the presidency in 1796.

But while framers of governments may devise all manner of checks and balances, the majority rule will ultimately prevail. Despite the disapproval and mistrust of those who framed the constitution, voters with mutual interests began to associate themselves into loose political associations which eventually became "political parties."

From time to time these parties have risen, gained popular support, faded and passed from the scene. Their constituent parts have then become parts of the other parties which succeeded them.

Eventually the electoral college system became a part of our political heritage; as much through state sanction as federal statute. The Constitution specifically leaves virtually all direction and control of the election machinery within the states to the authority of the states.

Today the electors total 531; a number equal to the total of Congressmen and Senators in Congress. The number varies from 3 in Delaware, Nevada, Vermont and Wyoming to 45 in New York. The electors of the successful party meet in their respective states on the Monday after the second Wednesday in December to "cast their votes."

There is not a lot of public interest in this "election" in this day of quick communication since the outcome of the election is pretty well known even before the West Coast gets through counting its ballots.

This year this political pageantry will take place in all the 48 states on

Monday, December 17. The electors never get together on an interstate basis. Nor do they go to Washington. They make official reports of their balloting to Congress by mail.

Six copies of the results of the electors' ballots are made. One goes to the President of the Senate, who is required to read the results on January 6 in the presence of both houses of Congress. This year January 6 is a Sunday and, since the Constitution gives the power of determining the day of reading the results to Congress, that body in all probability will change the date since to fail to do so would require a Sunday session.

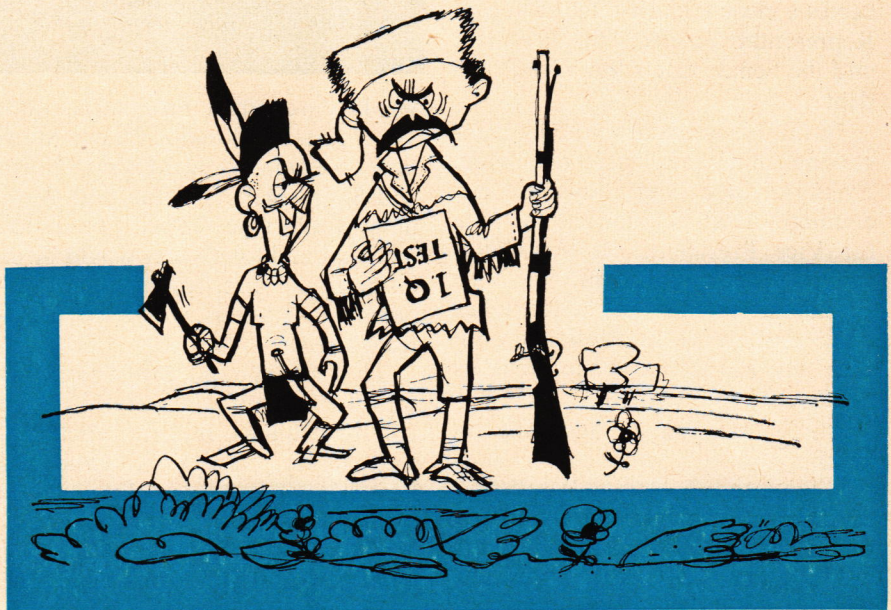
The other five copies are dis-

tributed as follows: two go to the Secretary of State of the state reporting, two for the Secretary of State of the U. S. and one for the District Judge (in case of a legal dispute, no doubt).

1940, Willkie polled over 22 million votes to Roosevelt's over 27, yet was swamped 449 to 82 in the electoral vote; Roosevelt had won some close contests in the big states.

The worst electoral-vote drubbing anyone ever took was the 231-to-1 defeat James Monroe gave John Q. Adams in 1820. In modern times Roosevelt's 1936 victory over Landon by a 523-to-8 count ranks as the greatest landslide.

Actually, Monroe would have had his victory unanimously but one elector, William Plumer of New Hampshire, voted for Adams so that George Washington would stand alone in history as the only man ever to receive a unanimous electoral vote!



tributed as follows: two go to the Secretary of State of the state reporting, two for the Secretary of State of the U. S. and one for the District Judge (in case of a legal dispute, no doubt).

How can a presidential nominee be elected with a minority of the popular vote? This can come about if he wins his states by a slim majority and other candidate gets overwhelming majorities in the states he captures. The proportion of electoral votes to total popular vote is not at all proportionate.

In the election of 1920, Harding won with 404 electoral votes against James Cox's 127; almost four-to-one. Yet Harding's popular vote ratio was less than two-to-one. In

In practice, the political conventions have no legal standing nor are they regulated by state or federal law. They are merely gatherings at which people of alike (or nearly alike!) political complexions meet to name two from their group as candidates for President and Vice President.

Once selected, they are, under the various state laws, entitled to have their names placed on the general election ballots. This is a formality, since they are, under the Constitution, elected by the electors. Electors are nominated and elected according to state law and paid some form of compensation, usually only normal travelling expenses.

Some states print on their ballots

only the names of the electors pledged to party candidates. Others print these and also the names of the nominees. Others print only the nominees' names, leaving the electors off completely. This is called the "short ballot."

Only two states require specific pledges from electors. Oregon requires electors to pledge to vote for the nominees on their party's ticket. California electors must pledge to vote for a member of the party that nominated them (but not specifically for the party nominees!). Even if electors should violate their pledges, their votes are valid under federal law.

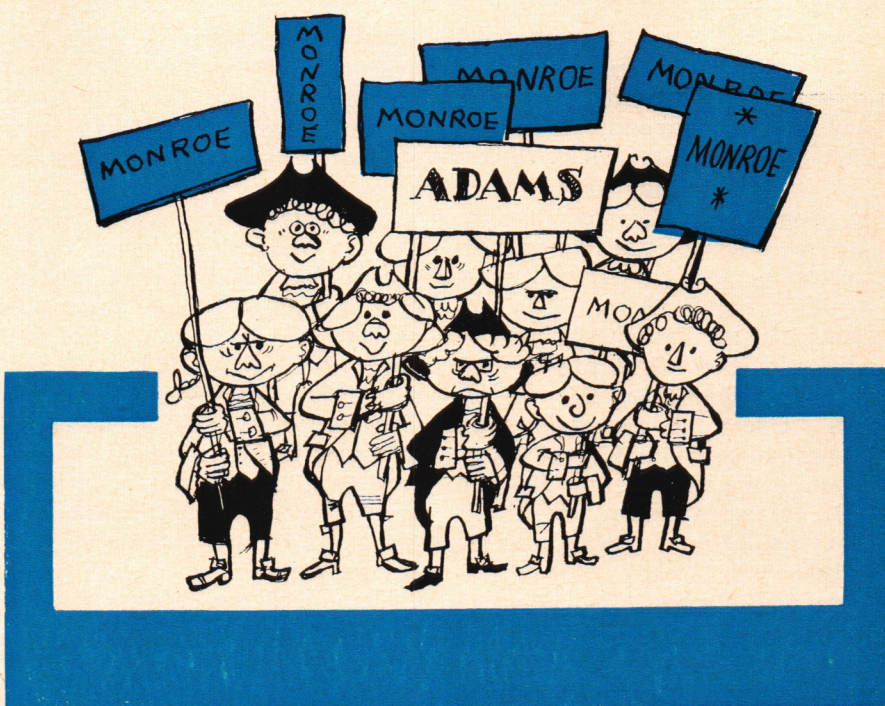
It now requires 266 out of the total of 531 electoral votes for election. In the event no nominee receives a clear majority, the House of Representatives elects the President and the Senate elects the Vice President.

In the House, states vote by delegations and each has one vote. Evenly-divided delegations are not counted. Each Senator has one vote for Vice President. If the House cannot elect a President, the Vice President elected by the Senate takes office and serves as President until such time as the House can break its deadlock.

But before you go marching on Washington with demands to change this "outmoded electoral college," consider the arguments of those who would oppose such changes. They point out that the present system has worked for all these years without real failure and if we adopted some new and untried system, it might throw the nation into a state of confusion.

As it now stands, candidates must win "state by state." If he wins in a state even by a 1 per cent margin, he wins all the electoral votes of that state. There is no parallel between popular votes and electoral votes and the fact that a candidate captures virtually all the electoral votes does not necessarily mean he is overwhelmingly popular.

To make it a straight popular vote would, it is claimed, cause the candidates to woo only the centers of population since, obviously, here are to be had the most votes for the least effort and expenditure. No one



would care much how such states as Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, North and South Dakota, Utah and Wyoming would vote. Their population densities and total votes would be so insignificant that, for practical purposes, their voters would be disenfranchised.

This would hold proportionately true for many other states. The voters in Illinois, Indiana, Michigan, New Jersey, New York, Ohio and Pennsylvania, among others, would be able to effectively control presidential elections and it would be to them that the nominees would cater.

The present system, it is claimed, works to maintain the two-party system and discourages "splinter groups" and third parties. Causes which would really appeal to a significant number of voters are espoused or opposed within the platforms formulated by the major parties and, therefore, the "lunatic fringe" is discouraged, whereas popular voting and, particularly, proportional voting, would tend to encourage it.

"Proportional voting" is another reform by which states would credit nominees with a proportional number of electoral votes. The electoral votes of the losers in each state would then be added to his total electoral votes. This would not, of course, do away with the electoral

college. Opponents of the proposal claim this would actually increase the possibility of a minority-popular-vote candidate being elected.

They point out that, in 1952, one electoral vote in Mississippi represented less than 36,000 popular votes while one electoral vote in Illinois represented nearly 166,000 popular votes.

Small, densely populated states, it is claimed, would be disproportionately powerful in a proportional voting system, the one-party system should be intensified in some states and the incentive for frauds and restrictions on voting franchise would be increased.

To explore all the pros and cons regarding the present workings of and the proposed changes to the electoral college system of electing our President and Vice President would require a stack of paper considerably higher than the temperatures of those who argue heatedly on both sides of the question!

Proponents claim the present system is a good federal system wherein both large and small states are given certain advantages and disadvantages which offset each other. Opponents of the system claim it is outmoded, unwieldy and is not truly democratic in reflecting the wishes of the people. What changes the future may bring, if any, only history will be able to relate.

Lansing Teamster Snatches Youngsters From Path of Racing Train, Then Disappears from Throng of Admirers

'DETECTIVE WORK' IDENTIFIES HERO

HELPING others is almost an everyday operation for Teamsters, but saving lives when endangering one's own is a little out of the normal line of duty. A Lansing, Mich., Teamster won high praise recently from a Lansing newspaper for quick action in snatching two children from what would have been certain death from an oncoming train in a small Ohio town.

The story of Donald Bommer of Local 580, Lansing, an auto haulaway driver, is told in graphic form by Staff Writer George Krause of the *Lansing Journal*. Wrote Mr. Krause about Bommer's feat:

THERE'S a Lansing truck driver who deserves a medal.

But if it were up to him to tell about it, nobody would ever know. The Teamsters of Local 580 will testify to the modesty of Donald Bommer, a member of the union since 1949.

Bommer, who drives for Howard Sober, risked his life a couple weeks ago to save two children from certain death at a railroad crossing in a small Ohio town.

Only through a strange set of circumstances, however, has the story of Bommer's heroism come to light back in his own home town.

In fact, the 31-year-old father of three hurried on without bothering to identify himself in Greenwich, Ohio, the scene of his dash to beat a speeding passenger train bearing down on two youngsters who were paralyzed with fear.

Bill Sonneborn, publisher of the *Enterprise-Review* in Greenwich gives this description of the Lansing man's act:

"The heroism of a truck driver averted tragedy by the narrowest of margins in Greenwich last week.

"The trucker goes nameless here,

because after his extraordinary act of heroism he climbed back into his truck and drove on.

"But except for his quick action and disregard of his own safety, two Greenwich youngsters would not be alive today.

"A little girl was pushing an infant's walker westward on Main Street. A baby was in the walker.

"As they were crossing the New



Teamster Donald Bommer

York Central railroad tracks a wheel of the walker became lodged between one of the rails and the pavement. The youngster struggled with the walker but could not free it.

"Suddenly the crosser signals began flashing.

"A fast southbound passenger train was seconds away.

"The trucker, driving a yellow semi-trailer auto-carrier had just passed over the crossing, headed west. At once he saw the little girl and the baby and the flashing light.

"Without a moment's hesitation he jammed on his brakes and leaped from the cab of his truck.

"As the train bore down on the children the truck driver wrenched the walker free, carried it and its tiny occupant to safety, and shoved the little girl out of the way, jumping aside himself as the train swept pass.

"Mrs. Pat Thompson saw the incident from in front of her husband's insurance office on the southeast side of the crossing. John Gilger watched it from in front of the bank.

"Before anyone of us could do anything, the truck driver pulled up, jumped out and saved the children," Mrs. Thompson said.

"He waited there until he saw that the children were all right, and then went back to his truck and drove off.

"There wasn't time for anyone to get his name or to notice any name on the truck."

Sonneborn, a post-World War II editor of the *Michigan State News*, says Bommer was tracked down by accident. A woman from Greenwich was visiting in Willard, Ohio, and her hostess was the wife of an Oldsmobile mechanic.

The Greenwich housewife happened to tell the story which had set her whole town talking. The Willard housewife "just bet he was the guy" her husband had mentioned the week before when he told how a driver who had delivered new Oldsmobiles to the agency "was really shaken up."

The men on the job asked what the trouble was and the driver brushed it off by saying he "and a

(Continued on page 30)

HOW OVERDUE SOCIAL SECURITY GAINS WORK

Many of our members, especially our elder members, are vitally concerned with changes in the Social Security Act. In the interest of information for members, we are publishing questions and answers on the amendments to the act as they affect women and the disabled.

Improvement in the Social Security law was the greatest single welfare advance made in the last Congress. The amendments to the Act lower the age of eligibility of women from 65 to 62 for Old Age-Survivors' Insurance and make persons totally disabled eligible for benefits at age 50.

Senator Walter F. George (D., Ga.) offered the proposal authorizing payment of monthly pension benefits to disabled workers. Senator George retired from active political life after this past session ended.

President Beck, in commenting on the social security amendments, called the final passage "commendable, but long overdue."

"I sometimes wonder," Beck continued, "how supposed men of conscience in public office can continually turn their heads from the obvious necessities of so many less fortunates."

So that our members will know what to expect from the new legislation, the Social Security Administration has answered the following questions:

Q. Is there any change in the retirement age or benefit scale for males with no disability?

A. No. Retirement age for men remains 65, and maximum benefit is still \$108.50 a month. To qualify for full payments a man becoming 65 this year must have paid social security tax for two years, nine months, at any time since the program began in 1937.

Q. Who is affected by the new law?

A. Widows, working women, disabled persons, children; about 225,000 professional people including

lawyers and dentists; up to 600,000 farm owners not previously covered by social security, and 3,000,000 armed forces members.

Q. When can they start collecting on these new benefits?

A. Applications for most new benefits can't be accepted until October 1. Some start sooner, and several not for a year.

Q. How are widows affected?

A. Effective November, 1956, widows and surviving dependent

mothers will be able to begin drawing benefits at age 62, instead of 65. But, if they choose to do this, they will receive only 80 per cent of the monthly sum they would have gotten if they'd waited until 65.

Q. Does this increase to 100 per cent when they reach 65?

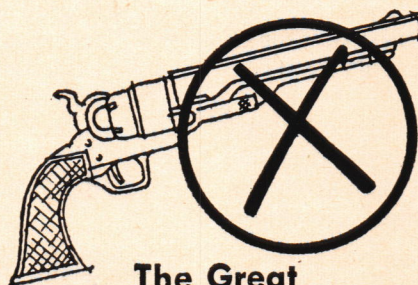
A. No. Once established, the rate remains at 80 per cent until death. The widows must choose between this 20 per cent and the opportunity of beginning benefits three years early.

Q. How are working women affected?

A. They too can now retire at 62, instead of 65. But, as in the case of the widows, early retirement reduces the monthly check. Working women quitting at 62 receive 75 per cent; at 63, about 82 per cent, and so on up to 100 per cent at 65.

Q. What are the new provisions about disability?

A. The new law makes it possible
(Continued on page 32)



The Great "EQUALIZER"

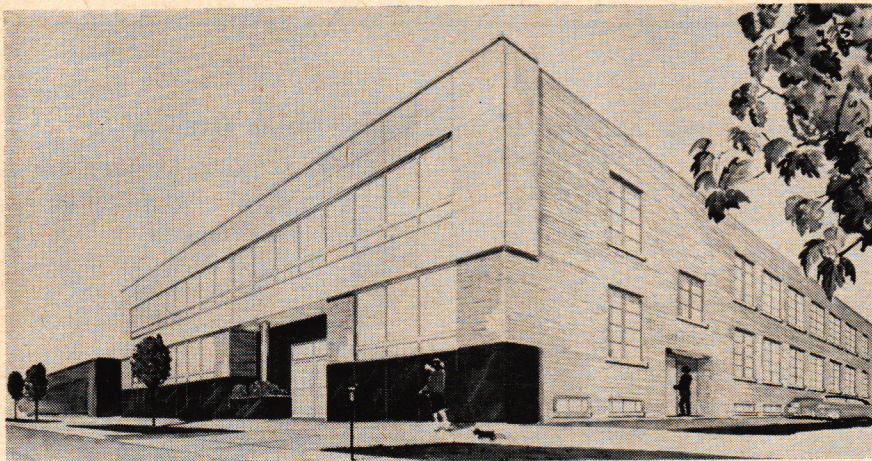
In the old west, a Colt revolver was known as the "great equalizer." Today, it is your vote.

When you step into the voting booth, you enter the one place in the world where all men are truly equal. Your secret vote carries the same weight and counts exactly as much as that of the mightiest person in the U.S.A.

See you at the polls!

Published as a public service in cooperation with The Advertising Council

CHICAGO LOCAL HAS NEW BUILDING



Architect's drawing of new headquarters of Local 753, Chicago, Ill.

LOCAL 753 has a new building in the final stages of completion. The new structure of the milk drivers' local will mark more than 50 years of service of No. 753 to the people of Chicago.

The new \$600,000 building of modern design is located at 220 South Ashland, Chicago, in a section known as "Teamsters' Row" and replaces an older building which was razed. The old building was nearing the century mark when it was torn down.

The two Teamster buildings are symbols of progress of the organization. The old building recalls the many leaders of the local in the years past and the new one draws attention to the present day leadership of the union.

Recalling some of the old-timers whose names have made Teamster history in Chicago, local officials cited such names as Bill Neer, Jim Kennedy, Steve Sumner, Bob Fritchie, Ray Bryant, Frank Kobam and Fred Dahms.

Among the newer names are such personalities as A. Richards, Pete Hoban, Tom Haggerty, Gus Moline, Al Krueger, Bill McNulty and Carl Felgner. Cited also in the newer era are office workers who have served long and faithfully — Ethel Goller and Tat Jaquith.

In recent years some of the Teamsters who have worked diligently and have made real contributions to

progress have been taken from the scene by death—Henry Wever, Joe Terry and Ed Schondorf.

Plans are under way for a formal dedication of the new building. General President Dave Beck and members of the General Executive Board will be invited to attend the formal dedication of the building. The exact date has not been set.

Two of Local 753's officers have not only been active in Teamster work, they have been community leaders. Tom Haggerty served for several years by gubernatorial appointment as a member of the Public Aid Commission. He was named seven years ago to the Chicago Board of Education and has served as member of the executive board of the Chicago Federation of Labor for the past 14 years and has been chairman of the Health & Welfare Committee a major share of the time.

President Hoban of the local served on the War Labor Board on two occasions and for many years was on the Legislative Committee of the Chicago Federation of Labor.

Officers of Local 753 are: Peter J. Hoban, president; Albert J. Krueger, vice president; Thomas J. Haggerty, secretary - treasurer; Gus Moline, recording secretary; George Bender, warden; Frank Paschke, A. F. Richards, William McNulty and Carl Felgner, all business representatives and trustees.

LABOR DAY STAMP ISSUED

America is paying a tribute to labor—120 million times this month. Labor is being honored with the issuance of a three-cent stamp which will have its first day sale on Labor Day in Camden, N. J. A total of 120 million of the new stamp is being printed.

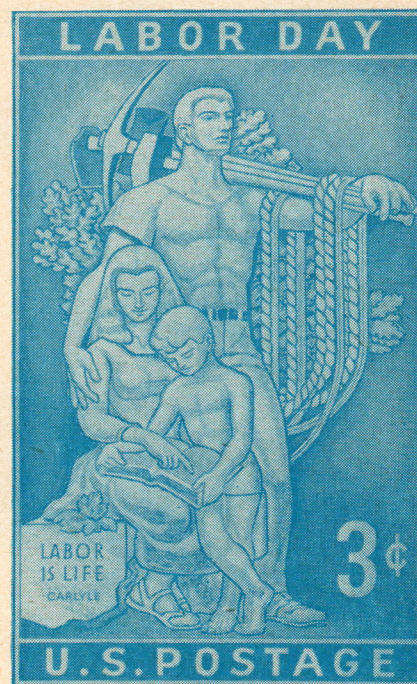
The stamp (shown below) is based upon the central panel of the giant mosaic mural in the new AFL-CIO building in Washington, D. C. The central panel (see illustration) from the mural shows a family group of a mother, father and son.

The group is the central element in the mural which depicts various aspects of labor activity.

The first day sale of stamps will be made at Camden, N. J., on Labor Day. The sale is being held at that city as a tribute to Peter McGuire, the carpenter who first suggested that a day be set apart as "Labor Day." McGuire lived at Camden when he retired and is buried at Merchantville, N. J., near there.

The mural, designed by the artist, Lumen Winter, depicts man's control over the machine. The central figure of the American workman is symbolic of this theme.

In the giant mural are shown motor transport and other forms of activity which lie within Teamster jurisdiction.



TEAMSTER TOPICS

Canadians Organizing

More than 7,000 members have been added to the rolls of the International Brotherhood of Teamsters in the Canadian provinces which are under the jurisdiction of the Central Conference of Teamsters, according to a report received by the International Office.

The additions to Teamster locals total 7,066 and cover a wide range of industries. The report covers the period September 1954 through April 1956. Since this report was filed organizing work has gone forward and a number of additions have been made to Canadian locals in the central area.

The report includes additions from the following areas of activity:

Bakers, 529 members; beverage and soft drinks, 61; cartage and transport, 1,831; cleaners and laun-

dries, 34; construction and building supplies, 1,463; construction (electric), 7; dairies, 422; garages, 59; lumber and wood products, 43; miscellaneous, 87; newspapers, magazines and printing, 35; oil and fuel oil, 38; warehousing and processing, 398, and coal and fuel, 149.

It will be noted that the major gains were made in cartage and transport (1,831); construction and building materials (1,463).

A total of 579 members in the Cornwall area working on the Ontario Hydro, St. Lawrence Seaway project were organized as one of the largest single big segments of additions to the Teamsters. Another large group of members taken into the Teamsters came from the Port Arthur and Fort William areas. This area accounted for a total of 1,395.

Promoting Paducah Centennial



While attending the Southern Conference of Teamsters in Dallas last month two Paducah, Ky., Local 236 members, John Mofield, left, and Jesse Flood, did a little promoting for the upcoming Paducah Centennial. The beards were cultivated to give Paducah an air of the days of Buchanan on its hundredth anniversary.

Federation Officer

Rocco F. DePerno, president of the Utica, N. Y., Federation of Labor and business representative of Local 182, has been re-elected a member of the legislative committee of the New York State Federation of Labor.

DePerno has played a prominent part in the activities of the legislative committee of the State Federation in the past. The committee formulates progressive policies into measures for presentation to the legislators at Albany and seeks to have them translated into the laws of New York State.

Thwarted Rescuer

Wilbert Haas, Navarre, Ohio, Teamster and member of Local 92, Canton, was thwarted August 7 in an attempt to save the life of a five-year-old boy who was thrown into a swollen creek when the family car plunged from the Pennsylvania Turnpike.

Haas, one of the first on the scene of the accident which claimed the father, a Palantine, Ohio, man and the boy, stripped off his outer clothing and leaped into the water in a rescue attempt. Later, he and other truckers and motorists formed a human chain to find the boy's lifeless body some five hundred feet from the overturned vehicle.

The mother and two other children were hospitalized with injuries.

Harvester Unit Gains

Parts Department employees of International Harvester's Motor Truck Division in Milwaukee voted recently to accept a new 3-year contract guaranteeing wage increases averaging \$18 a month and other benefits. The agreement also included wage reopening provisions for July 1 in 1957 and 1958 for the Local 257 members.

Teamster Exhibit Scores

The Teamsters' exhibit at the Los Angeles Union Labor Council's annual show at the Pan Pacific Auditorium scored a big hit with the thousands of visitors who thronged to the show early in August.

The exhibit featured the complete testing equipment used by the Driver Safety Center to check out truck drivers. Visitors were invited to test their own driving skill on a reactor meter. The man and woman having the best reaction time each day was awarded a scale model tractor and semi-trailer with Teamster decals.

Teamsters 'Air' Dispute

Miami Local 290 members recently scored a nation-wide "first" when they used an airplane to take their story to the people. The local hired an airplane to tow an aerial banner pointing out that the National Brands, Incorporated, firm in that city was unfair.

Though Local 290 has signed authorization cards from all the company's drivers and warehousemen, the company refuses to recognize the local union as the bargaining agent for its employees.

Two Members Cited

Two drivers, both members of Wheeling Local 697, were recently commended for their heroic actions during one of the worst floods in Pennsylvania history.

While driving between East McKeesport and Somerset, Al Weidetz and Roger Evans saved the lives of nine people who were being swept downstream by a swollen creek paralleling the highway.

In the words of Mr. and Mrs. Isadore Herman of Pittsburgh, this is what happened on that gloomy Sunday last June 17th:

"I had noticed this truck following our car through East McKeesport and several times had pulled to the side of the road to let him pass, but due to the narrowness of the road it was impossible. After what happened I thank God he didn't pass!

"Suddenly the creek adjoining the road began to rise rapidly and spread in little eddies across our

path so I pulled to the side of the road and stopped. The truck pulled alongside and the driver and his partner (who I learned later were Mr. Evans and Mr. Weidetz) told me to head for higher ground to avoid the rising water. It was then that I found that the engine was flooded by the water which had begun to pour through the bottom of the door and onto the floorboards.

"Upon seeing what was happening, Weidetz jumped from his truck and started towards the car lugging a chain. He then hooked the chain to the car and truck and started to pull. The car moved a few feet and then the chain parted. Before we knew what was happening we were being swept from the road towards the main body of the creek. As the car neared the creek bank, it bumped into a tree stump which caught it momentarily. Immediately, and without concern for his own welfare, Mr. Weidetz jumped into the swirling water, pulled open the doors of the car and proceeded, with the help of Mr. Evans, to get the children, women, and men out of the car and into his own truck. By this time the car was teetering so on the edge of the bank that it appeared only a matter of minutes before the stream would wash it from

its precarious position on the stump.

"Not satisfied with saving the lives of the people in the car, Mr. Weidetz dove into four feet of water with the chain and attached it to the axle of the car, saving it from being washed away.

"While getting the people out of the car, he was struck by a log floating in the current and went under. He fought gamely to regain his footing again and, ignoring the pain in his leg, continued with the rescue.

"I hope and pray God will be good to these men and watch over and protect them always."

Al Weidetz has been with Local 697 for 20 months and has four children. Roger Evans has served 12 months with the same local.

Milk Fund Derby

The Twelfth Annual Teamster Milk Fund salmon derby was held August 19 with members and non-members competing for \$1,000 in prizes on Puget Sound.

Entrants received tickets to the Milk Fund Derby given by Joint Council 28 in Seattle. The Milk Fund realizes an annual \$125 from this source. Proceeds from the Milk Fund go to help needy families in the Seattle area.

Local 757 Members, New York, Honored



Shop Stewards Louis LaMotta and Louis Lanza, of Local 757, Ice Cream Drivers & Employees, were honored recently at a testimonial dinner at which plaques were presented: At the dinner, attended by 120, are shown (left to right): Arthur Rallon, trustee; George Eade, secretary-treasurer; Louis Lanza; Joseph P. Heffernan, president; (rear) Peter Clark, vice president; Louis LaMotta; John Burke, trustee; Edward Murphey, recording secretary; and Sam Litvinoff, trustee.

Teamster Saves Children From Path of Train

(Continued from page 25)

couple of kids had a close call on the tracks in Greenwich."

A quick check of the invoice started the wheels turning and Sonneborn came up with a follow-up on Bommer's identity.

The following Sunday saw Bommer playing a big and an active role in a Teamster party, according to Lloyd McKim, business agent.

"Bommer never has been known as a talker in the union," says McKim, "but he is a worker." The Ohio hero came back home to place high among the leaders of the local in selling tickets for the party which raised \$1,200 to help a seriously ill fellow member.

In keeping with Teamster tradition, it was a good party. There was plenty to eat and drink. And there were many stories about the open road, but Bommer didn't tell any.

A day later, Bommer pulled out

of Lansing in his typically anonymous way. He headed for St. Louis. His wife, Sharon, expected him back in the middle of the week. A rush call, however, caught him in Illinois on the return trip and he headed back to Kansas City.

He had to deliver another load of cars in South Dakota.

So the hero of the Ohio incident remains a hard man to find.

McKim and other Local 580 officials are so proud of Bommer that they plan to present him with a \$100 check. The Lansing local claims the "World's safest drivers' title, you know," McKim quickly points out.

McKim adds that the local expects its drivers to be safe and courteous. But Bommer's deed of heroism even goes that one better.

In McKim's book, two medals should be delivered to Bommer's home at 2691 S. Washington Rd. He deserves one for modesty, too.

Local 688 Signs Three Companies

Harold J. Gibbons, secretary-treasurer of St. Louis Local 688, announced recently the signing of contracts covering offices of three trucking companies. One covers employees in offices in Indianapolis, Louisville, Cincinnati and Dayton, as well as St. Louis.

Wage Increases

The three companies are Foster Freight Lines, Inc., Bellm Freight Lines, Inc. and McNamara Motor Express, Inc. Foster employees received wage increases ranging from 32 to 50 cents an hour, Bellm workers got increases averaging 61 cents an hour and McNamara members received 20 cents an hour raises.

Many other benefits, covering such as sick leave, vacations, severance pay, welfare coverage, holidays and other items, were included in the contracts.

EASTERN CONFERENCE OF TEAMSTERS FOURTH ANNUAL CONFERENCE

Policy Committee Meetings: October 22, 23 and 24.

**Registration for General Sessions: October 24 from 4 p. m.
until 9 p. m.; October 25, 8-9 a. m.**

Opening General Session: October 25, 9 a. m.

Closing General Session: October 26, 2 p. m.

Place of Meetings: Mayflower Hotel, Washington, D. C.

HOFFA HOME FOR ISRAELI CHILDREN

A CHILDREN'S hospital in Israel came one step nearer realization last month with the laying of the cornerstone of the Hoffa Children's Home named for Teamster Vice President James R. Hoffa.

The new home is being built with the proceeds from a testimonial dinner honoring Mr. Hoffa given at Detroit, Mich., last April. The cornerstone laying was scheduled for the week of August 21 at the construction site just outside Jerusalem. Joining him in officiating at the cornerstone laying was Mr. Hoffa's daughter, Barbara.

The labor and industry leaders in the special charter party making the trip to Israel left by El Al Airlines August 19. The group was scheduled to spend about ten days in Israel meeting with government and labor leaders.

En route home to the United States Mr. Hoffa was scheduled to visit Rome, Paris and London. The trip was made with each participant paying his own travel costs.

The proceeds of the giant testimonial held at the Michigan state fairgrounds last April are being used to erect a home for some 150 children between the ages of 6 and 14.

This home is the fifth in a chain of children's centers erected under the aegis of Histadrut, the Israeli trade union federation.

The building plans call for six pavilions, four children to a room, 20 to 24 children to a pavilion. Each house will have its own clubroom so that the children can prepare lessons, read books, and play games.

The Hoffa Children's Home, on 25 acres of ground, will also have a dining room, kitchen, general club room, storerooms, heating plants and facilities for agricultural training. A school will be erected on the premises, and a program adopted for providing special attention to developing individual aptitudes and skills—talents that are urgently needed to help build and develop the young republic.

The home will provide a haven for children who, in addition to being victims of family problems and hardships, are sufferers from asthma and other respiratory ailments. It is the fifth of a chain of children's centers being established throughout Israel.

Need for these homes is underscored by the fact that today in the infant nation there are refugee chil-



Vice President James R. Hoffa and his daughter, Barbara, 17, board a chartered El Al Israel Airlines plane en route to Israel where Mr. Hoffa officiated at the cornerstone laying at the Hoffa Children's Home.

dren by the thousands who are homeless, ill, without families and facing life with nothing like normal opportunities.

Histadrut has taken the lead in efforts to brighten the future of these youngsters, and the 2,500 who, by attending the Hoffa dinner made the new home possible, have made a notable and material contribution to a great humanitarian cause.



The Teamster special party bound for Israel prepares to board a chartered plane at Idlewild Airport, New York City, August 19. Just before enplaning, Vice President James R. Hoffa and his daughter, Barbara, are presented a cake from Local 3, Bakery & Confectionery Union, New York City. Making the presentation on behalf of the union are Harry Rubenstein, L. U. 3 secretary-treasurer, at Mr. Hoffa's right, and Raymond Cohen, Teamster Joint Council 53 secretary-treasurer, at Barbara's left. Standing next to Mr. Cohen is Max Kralstein, vice president of the Bakers' Union.

LAUGH LOAD

Oh, Brother

"Do you like cycling with a party?"
"No, I prefer to cyclone."

★

Careless

Young Wife: "Leonard is so slovenly. Half the buttons are generally missing from his clothes."

Severe Aunt: "H'm. Perhaps they are not sewn on properly."

"That's just it. He's awfully careless about his sewing."

★

Good Idea

Hoping to inspire his workers with promptness and energy, a Canadian businessman hung a number of signs reading "Do It Now" around his factory and office.

When he was asked some weeks later how his staff had reacted, he shook his head sadly.

"I don't even like to talk about it," he said. "The head bookkeeper eloped with the best secretary I ever had; three typists asked for an increase; the factory hands decided to go on strike and the office boy joined the navy."

★

Names Make the Man

The young Indian stood before the judge and reaffirmed his desire to have his name changed.

"What is your name now?" the judge asked.

"Shrieking Loud Train Whistle," the Indian replied.

"And what do you wish your new name to be?"

"Toot," the Indian said.

★

Too Many Dependents

A serious impediment to marriage is the difficulty of supporting the government and a wife on one income.

★

Let's Get Technical

A navy lieutenant at a South Sea island station undertook to give an old native a lesson in basic English. He pointed at a marine and said "man."

The native dutifully repeated, "Man."

That gave the volunteer teacher a thrill. He went on and pointed to a palm tree. "Tree," he announced. The native echoed "Tree." That certainly was progress.

Just then a plane roared overhead. The lieutenant thought he'd give the native the first chance this time. "What," he asked, pointing upward.

"I'm not sure," said the native as he stood up and squinted at the plane. "It looks like a PB2Y, but it might be a B-24."

★

No Other Course

German bombers were over London, the sirens screaming and people were racing for the shelters. "Hurry up," cried the wife to her spouse. "I can't find my false teeth," called the befuddled husband. "False teeth," returned the exasperated wife. "What do you think they're dropping, sandwiches?"

★

No Beginner

Chloe—"Am I the very first girl you've really kissed?"

Joey—"Absolutely, darling—the others were just practice maneuvers."

★

Name for Himself

Store manager—What's your name?

Applicant—Scott.

Manager—And your first name?

Applicant—Walter.

Manager (smiling)—That's a pretty well known name.

Applicant (proudly)—It ought to be. I've been delivering groceries around here for two years now.

★

Cooperation Required

The kindly cop on the beat watched a member returning from the Annual Local Dance, trying to let himself in his front door. Finally he went over and asked if he might handle the key for him.

"No thanksh," replied the member. "I've got a pretty good hold on thish key . . . you try and grab the housh!"

★

Wants Her Share

After their first tiff, the young husband said sadly:

"Have you forgotten that you promised to 'obey' when we were married?"

"No," retorted his wife, with a gleam in her eye; "but there's time enough for that when I see some of the wordly goods with which you promised to endow me."

★

And Clean the Windshield

The proud owner of a new midget auto decided to have his joke at the expense of the filling station attendant when he drove in. "I'd like a quart of gasoline and a half-pint of oil, please," he said, sticking his head out of the diminutive car.

"Yes, sir," replied the attendant. "And should I breathe into the tires?"

Social Security

(Continued from page 26)

sible for permanently and totally disabled workers to begin collecting full benefits at 50.

Q. What is "permanent and total disability"?

A. Proven physical or mental incapability to support yourself.

Q. What previous contributions to social security are required for eligibility to collect disability payments at 50?

A. "Substantial and recent connection with the program." This means having paid social security tax for five out of the most recent 10 years, and a year and a half out of the most recent three years.

Q. Do dependents of a disabled worker get benefits?

A. No. They do not, unless they themselves qualify as retired or disabled workers.

Q. When do new disability payments begin?

A. In July, 1957, for persons aged 50 and over, and in January, 1957, for disabled children.

Something for Junior

In the Soviet zone of Berlin a German worked in a plant which manufactured a variety of small parts which, when shipped back to Russia, were supposed to be assembled into baby carriages. He decided to steal enough parts to make his own baby a carriage.

A few weeks later a friend who was aware of his purpose inquired how the project had progressed.

"I got all the parts," the worker replied, "but, you know, no matter how I put them together, they always come out a machine gun."

★

Well Rested

At a club in Hollywood a young author was introduced to a film critic. The writer's first picture had just been shown, and he immediately asked the critic for his opinion of it.

"It was very refreshing," returned the critic. "Very refreshing."

"Say, that's swell," beamed the author. "Did you really find it so refreshing?"

"Absolutely," was the reply. "I felt like a new man when I woke up!"

FIFTY YEARS AGO in our Magazine

(From *Teamsters' Magazine*, September, 1906)

LABOR PARTY FEARS

The nation's newspapers fifty years ago were much concerned about the activities of labor organizations in politics. They feared the formation of a labor party would result from such concerted work for political candidates friendly to their cause.

The editor quoted from a speech of Samuel Gompers, president of the American Federation of Labor, in which the subject was discussed.

"This solicitude and anxiety regarding the welfare of the trade union movement is very touching. We appreciate it; we are deeply moved by it and are profoundly gratified. We do not permit ourselves to doubt its sincerity; perish the thought of insincerity!

"But—

"Would the workmen of Great Britain be as influential as they now are if they had voted and elected Tories and sham Liberals to the House of Commons?

"Government is not platonic. It represents dominant interests. It legislates for those who are strong enough to command respect for their wishes. When the politicians fear the people, they legislate—after a fashion—for the people. When the public is indifferent, special interests control legislation, for they are always vigilant and tireless," the AFL president said.

UNION LABEL PLUG

The union label and shop card were given a plug in the September *Teamster* in celebration of Union Label Week, coinciding with Labor Day.

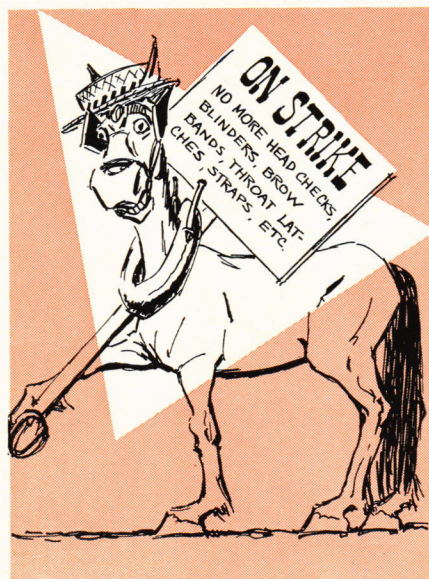
"It (the label) is a protector of the weak, in that it demands that justice shall be done the father and caretaker of the young and helpless. It is right, because it insists that the workman shall receive pay commensurate with his ability and hours compatible with human endurance. It is good, because it stands for workmanship that is of the best, thereby guaranteeing excellence of any article to which it may be attached," the editor said.

PLEA FOR KINDNESS

The *TEAMSTER* for September carried a plea for less cruelty to horses during the hot summer months. The writer, a Society for the Prevention of

Cruelty to Animals secretary, directed her remarks mainly to the team owners, but called for the cooperation of the drivers as well.

She asked drivers to lighten the loads



their horses must pull, abolish over-head checks and blinders, discard metal brow bands and loosen the throat latch and check strap.

"It is to your advantage to secure humane and intelligent drivers, to whom to intrust your stock. Remember that overloading, cruelty or neglect, imposed on your horses by drivers ignorant or cruel, is expensive for you apart from the unsavory reputation which such public exhibition must attach to your name," she wrote.



THE SUPREME COURT

Fifty years ago labor had little love for the Supreme Court, a body which they compared to monarchists quite freely. The feeling was that the Supreme Court was, by interpretation of the Constitution, making its own laws.

"Precisely as Hamilton and the other monarchists in the constitutional convention intended, the federal judges are steadily unmaking good laws enacted by Congress and signed by the President, and making new, bad laws by pretending to read new meanings into the Constitution. Always these laws slain by the federal judges are laws that were demanded by the people—the income tax was an example; always these usurpations of the federal courts are in the interest of the too rich and the too powerful—witness the countless injunctions forbidding workmen to exercise their 'natural and inalienable' right to free speech for self-preservation," the editor said.

He felt that the system—organized predatory wealth—having found it cheaper to elect Senators than to buy them after election, dismissed the lobbyists and elected their own agents to the upper house.

"Now that the Senate seems likely to be abolished for its crimes, the system will be found more strongly entrenched in the federal courts than it ever was in the Senate. It will make its last stand behind the one bulwark of genuine absolutism possible under our government—the federal judiciary," the editor warned.

LABOR DAY POEM

A poem dedicated to Labor Day and written by a William Penn appeared in the September *Teamster* also.

Labor Day comes once a year,

So let us be of good cheer;

Let every workman in the land

Come out, indeed, to form a band;

Young and old upon this day

Should march along in full display.

Workingmen, don't you forget

That you have the power to upset.

They have the key to lock the door

Of every place upon this shore;

They have the throttle in their hand,

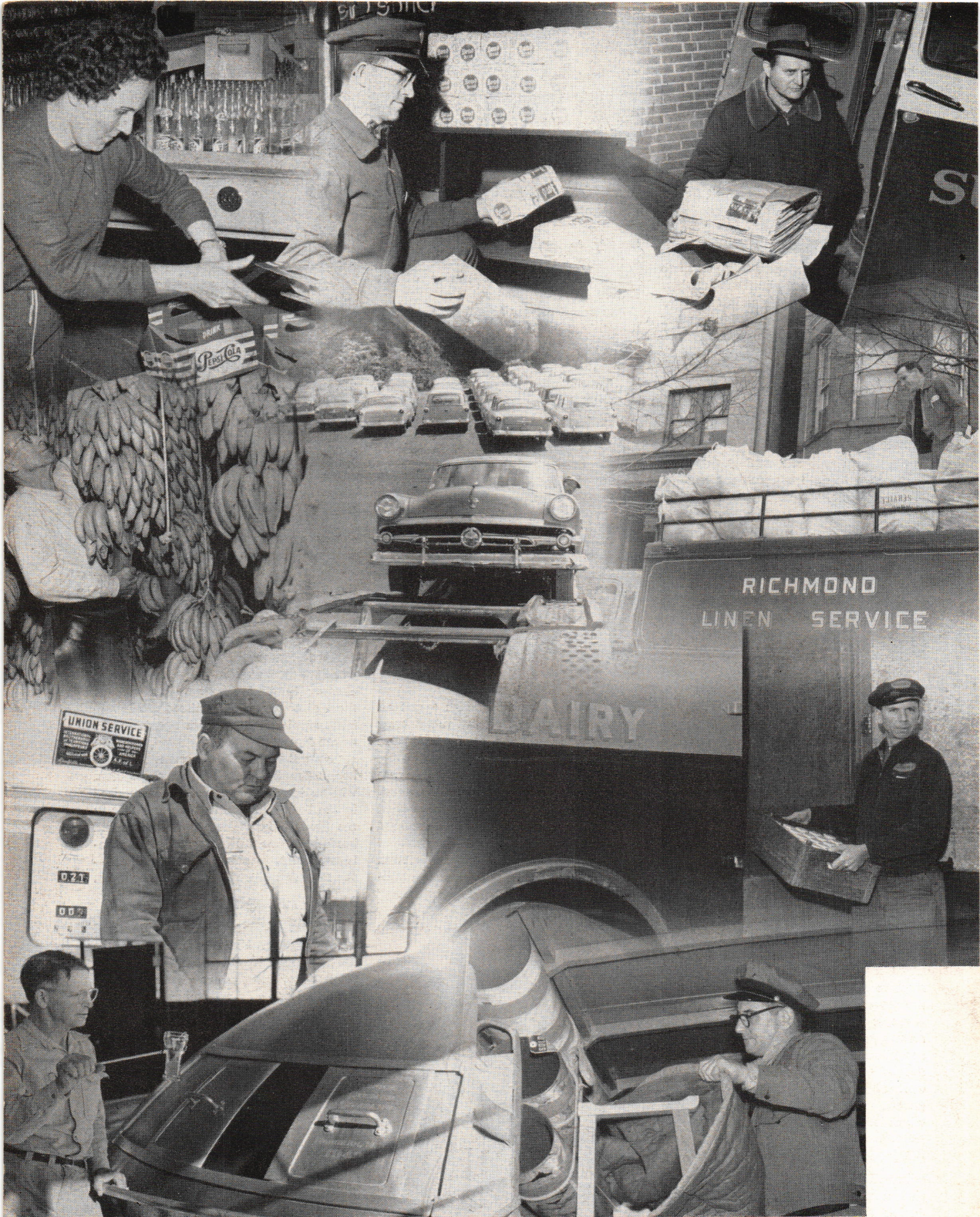
Everything at their command.

Let every color, creed and clan

Come out together to a man;

A host was with us here before,

On this day they are no more.



LABOR DAY 1956